VOL. CCXVIII, No. 2838
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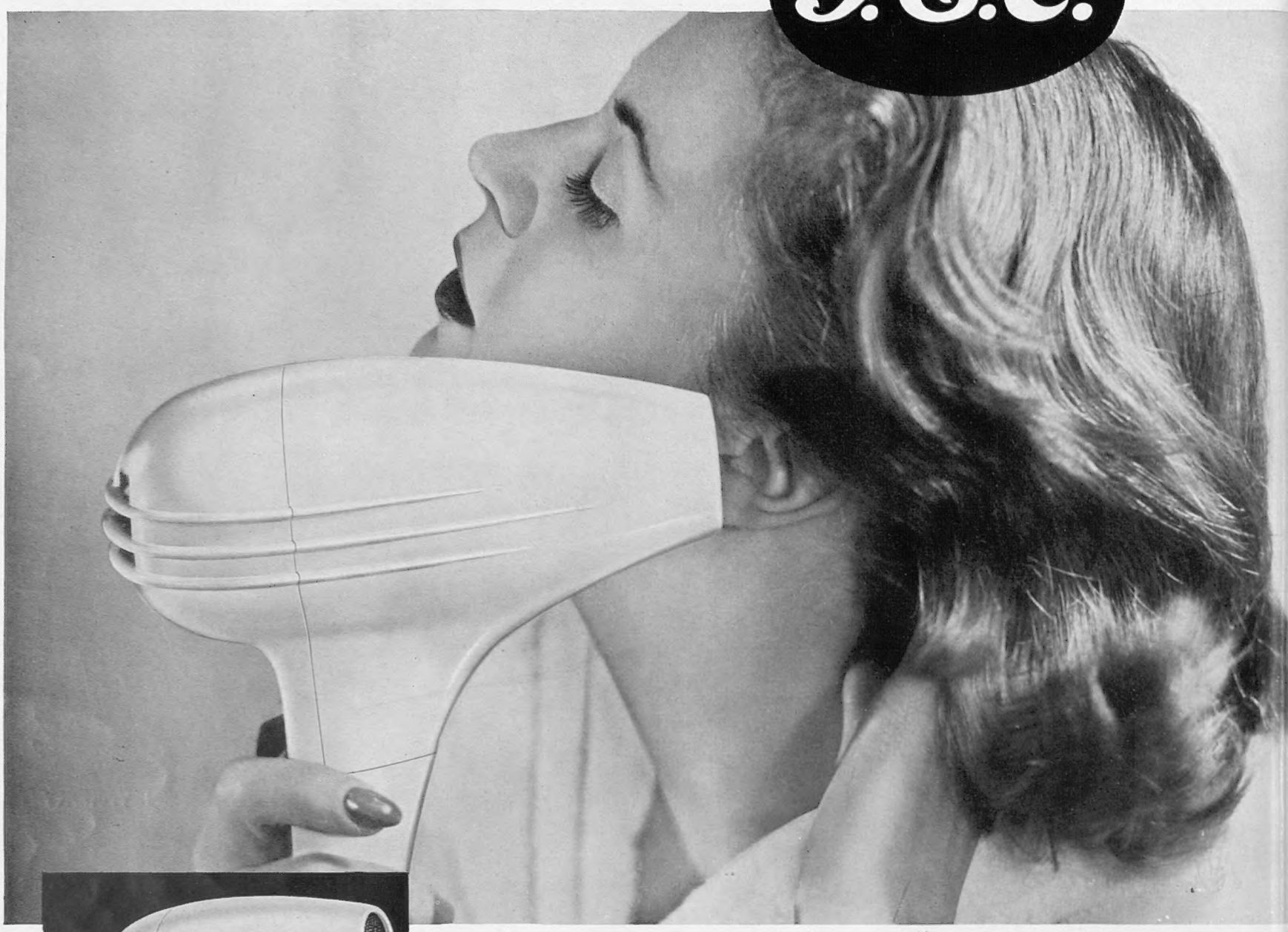

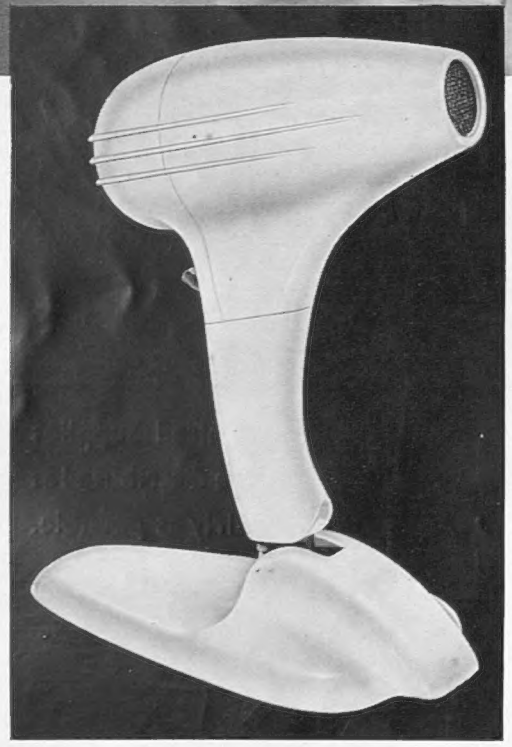

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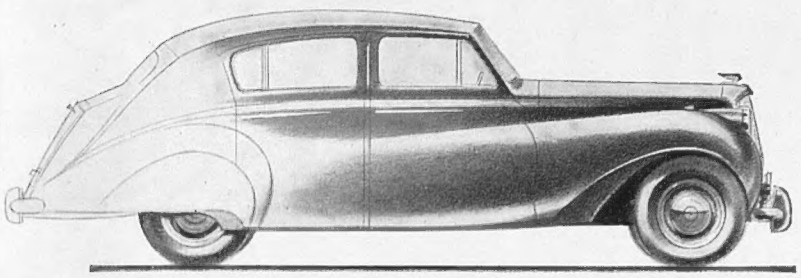

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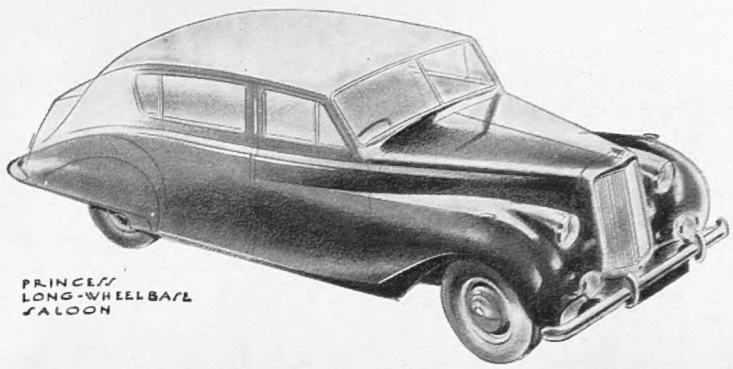

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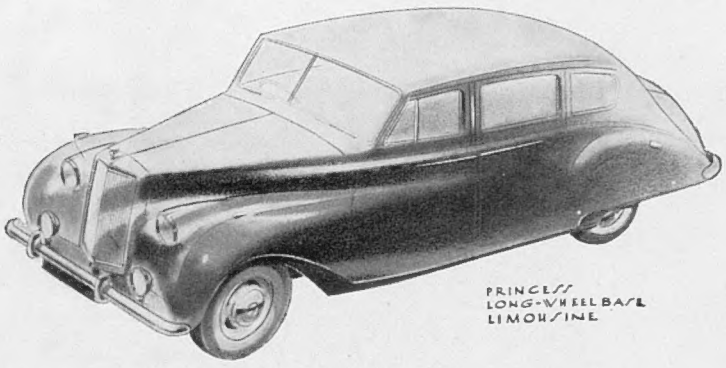

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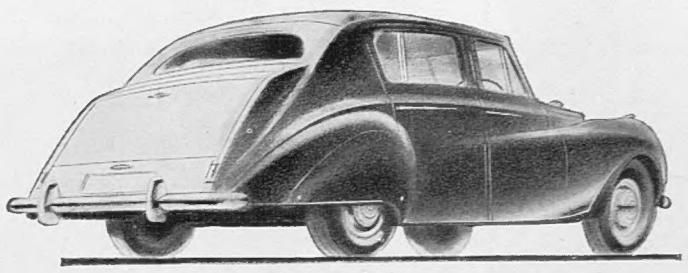

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Volume CCXVIII No. 2838

The SPHERE, London, July 3, 1954

The SPHERE

with which is incorporated THE GRAPHIC

THE PREMIER MEETS THE PRESIDENT—SIR WINSTON CHURCHILL FLIES TO WASHINGTON TO DISCUSS "A FEW FAMILY MATTERS" WITH GENERAL EISENHOWER: The two leaders seen in the grounds of the White House last week-end, accompanied by Mr. John Foster Dulles (left) and Mr. Anthony Eden. On landing at the Washington National Airport Sir Winston told the assembled crowd that he had "come to try to make sure that there are no misunderstandings" in Anglo-American relations.

Sir Winston Churchill flew off from London Airport last week with his Foreign Secretary, Mr. Anthony Eden, to meet the American President in Washington to make sure, as he said on arrival in the States, that there were no misunderstandings between the two countries. Lord Cherwell, who, as a former Paymaster-General, exercised special powers in connection with atomic energy affairs, also accompanied the party, as well as Lord Moran, the Prime Minister's doctor. After the exchange of greetings, first at Washington Airport and later at the White House, Sir Winston and President Eisenhower had their first meeting, at which the chief topic was the question of improving the exchange of atomic information between the two countries. Mr. Eden and Mr. Dulles, who had earlier attended another meeting, were also present. Later, the Prime Minister met Mr. Dulles and they discussed Anglo-American differences in South-East Asian affairs—a subject which had also been discussed between Mr. Eden and Mr. Dulles following the criticism which had been given in America to a speech made by Mr. Eden in the House of Commons concerning a "Locarno" arrangement in Asia. During a speech at the White House the Premier indicated that he regarded Mr. Eden as his successor. (See also page 6.)

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The SPHERE with which is incorporated THE GRAPHIC

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FROM "THE SPHERE" OF 50 YEARS AGO

WHEN KING EDWARD VISITED KIEL: His Majesty seen being greeted by the German Emperor, after landing from the Royal yacht, *Victoria and Albert*, on June 24, 1904, his official birthday. At a banquet on the *Hohenzollern* on the same day the King said he hoped that the two countries would do everything to maintain world peace. Later His Majesty visited the dockyards belonging to the Government and to Herr Krupp; he also went to Hamburg.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

THE ARTIST'S RIVIERA
Drawings by Dennis Flanders,
Made on His Recent Visit

WIMBLEDON
A Survey of the Finals

A London Newslette

195–198 STRAND, W.C.2.

Mendès-France.—The French Constitution is France's own affair. Whether it be the Lord's or the Devil's doing, it is marvellous in our eyes and, like many current marvels, a French Government is often but a nine-days wonder. M. Mendès-France is more optimistic. He gives himself a month and, if the parties co-operate, and miracles occur, he undertakes to bring peace to Indo-China within that period. That achieved, he will provide a nostrum for mending France's economy and then find a way out of the E.D.C. impasse. Aged forty-seven, a left-wing Radical, an optimist or spell-binder, he spurns Communist support, has secured his mandate, and made use of several Gaullists in his Cabinet. If M. Mendès-France mends France in a month or two, he deserves his name and deserves that his name should be enshrined in French history beside Napoleon's. But if peace does not come to Indo-China before July 20, France will again be without a Government, and M. Coty will be Cabinet-making or seeking a Cabinet-maker. It is marvellous in our eyes and we must wait and see. M. France will be Foreign Minister also. What with miracles and routine work (much of it in arrears) he will be busy, and if he is not as certain of success as Hercule Poirot, he will earn that genius' Christian name in the coming weeks by his labours.

Crichel Down.—The Crichel Down report was fair and frank and no effort was made to delay its publication. That was good. Not so good was the Minister's interim statement in the House that he saw in it no need for further action on his part. For what did the report show? The new Bureaucracy or Tyranny at its worst, "the servant when he reigneth" at his ugliest; an initial decision (*hübris* wedded to inexperience) taken by underlings and thereafter bolstered up over years in the effort to cover a wrong and unjust decision, lest bureaucracy should be compelled to admit itself capable of error. The Minister and his two P.S.s, watchdogs of the Ministry, trustees for the public, were never made aware, either of the object of the first decision or of the long and expensive efforts to cover up its error and to justify it. They did, indeed, call for reports and they got the reports which suited the underlings responsible. Those reports never hinted at the possibility of a wrong decision. Bureaucrats must not be wrong. It is the same with tyrants. They stand or fall by keeping up their authority and rightness by whatever means. The truth came out with the Clark Report. Loyalty to one's subordinates is a virtue, but does not override a Minister's duty to the public which pays him and accepts him as a trustee. The Clark Report does not justify the shielding of Civil Servants whose *hübris* has been trounced by an independent investigation. Such a course must undermine public confidence in our new Bureaucracy, already shaken. There was, here, no suggestion of bribery. Let us hope before it is too late, the Minister will accept it that the honesty of a Civil Servant is more widely based than on £. s. d.

The "Responsible" Minister.—What is nowadays insisted on in the Courts of Petty Session is equally important in the Civil Service of a Welfare State—Justice must not only be done but must be *seen to be done*. In the case of the Civil Service, the citizen, raising a question of injustice to an individual, must have the means to interview the official *personally* responsible for the decision, to learn the intention behind the decision and if need be, to argue his own case. An official letter, in the name of the responsible Minister, couched in vague terms and confirming the decision, is an "anonymous" letter, and is not only a denial of justice and fair trial but a red rag to the complainant. The Minister does not see the letter, often can have no idea of the issue involved and in the very nature of his preoccupations, he "accepts responsibility" blindly, and in so accepting it, he is denying a hearing to the citizen who claims to be wronged. Time and again, in Parliamentary answers, we find "responsible" Ministers scotching a complaint by accepting as gospel the answer supplied them by their departments. For instance, the householder's complaint of dirty coal, a grievance still topical, if mercifully less so than formerly. The Minister replies that the machinery of justice is available and works well. The householder can seek redress from his merchant and the merchant from the Coal Board. What in truth did these redresses amount to; still sometimes am to? The householder complains to his local sup The local supplier points out that, if *he* comp to his wholesaler, it may be months before gets another consignment of some special fuel householder needs. The householder had b grin and bear it. He does, reluctantly. But opinion of justice in the Welfare State is a lower still.

Members' Salaries.—Of course, in time and soon enough, M.P.s will vote themselves salaries which they think their dignity and import deserve. But it is possible to say with satisfac that to-day on this matter public opinion, v largely in the Press, has had the last word, and Premier has been compelled to reject a large maj vote of the House—a free vote which he thought subject demanded. The power of the Press has pr stronger than the House of Commons. It often but not often so swiftly. The result is certainly a for Sir R. Boothby and his Conservative group voted with solid Labour. Mr. Attlee was corre saying that this denial of the clear opinion of the H is a rarity. It is certainly rare that public dis for an intended Measure passed by the Com should be so forcibly, so swiftly and so succes

CEREMONIAL AT PICCADILLY'S WREN CHUR

THE RE-DEDICATION OF THE RESTORED PARISH CHURCH OF ST. JA WESTMINSTER: The Bishop of London, the Right Rev. J. W. C. W knocks three times on the closed door with his Pastoral Staff, be going inside to lead the people in an act of Thanksgiving and to re-dedi the building following its restoration after desecration by war. The B also dedicated the war memorial, and the new side chapel in memory of E Jackson, R.A. At the close of the service, after the saying of the prayer of G Thanksgiving, all those present sang the *Te Deum Laudamus*. Next da Bishop of Kensington celebrated the Holy Communion. (See also pp. 24

A Warning to Wantons.—Scientists Birmingham University by careful tests can report that radio-active rain began to fall in that a five weeks after the first hydrogen bomb test in Pacific, on March 1. Between April and June sam of rainfall taken revealed a peak content *ten t greater than normal activity*. They do not claim this increase was certainly due to the Pacific test, they are satisfied that it was due to some ato explosion. Even a layman, on evidence supp since that Pacific test, may be satisfied that t was the cause. The Pacific test was carried out from Birmingham. What if a hydrogen bomb drop in Europe? Any of us, even a Russian in the Krem

aint for himself a picture of what human life be for all concerned in Europe after half-a-dozen ombs had fallen in Europe, or in America. The ight be won and lost but the world of victors nquished would be a world lost. The dead would e lucky ones. The seasons, springtime and t, seem to us to have lately gone hay-wire. ps that also is a gentle warning. A little more umanity will be back to the nightmares of the angs of creation, when the earth was without nd void. Let us at least assume it will be so ll the world. If it be a wild surmise, it is a ne to publicise, though there are no doubt statesmen and soldiers who are incapable of g Moses and the prophets or to be persuaded one rose from the dead.

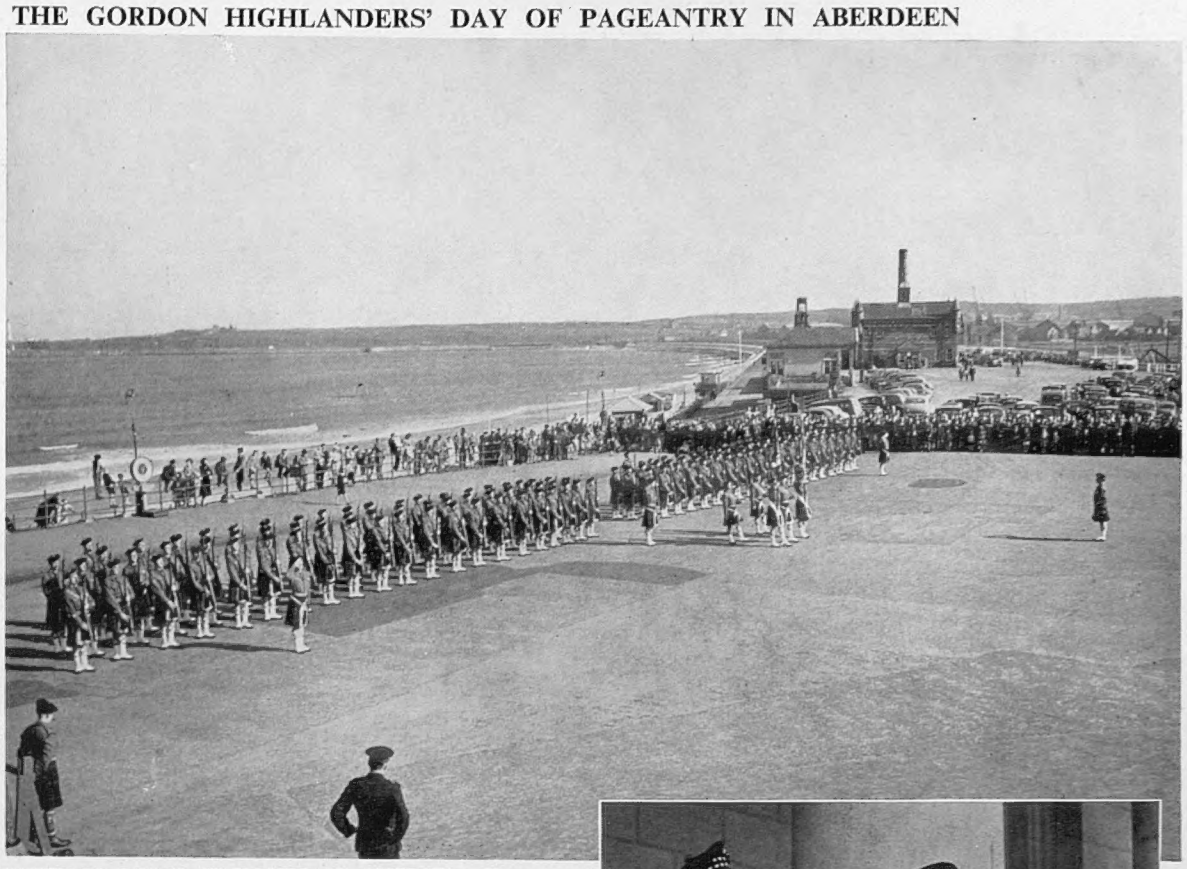
natsworth.—A second Victoria and Albert, available for the northern half of the Kingdom, es a note of poetic justice. It is new style , of course. The best trustees of a great private ion are the family of those who gathered it ared for it for their descendants. That is not ay nowadays. We punish by crippling fines who inherit. Indeed, there is no crime punishable es comparable with the crime of inheritance. t least *something* that the State, having made heritor a bankrupt, should not sell his effects uction but preserve them for the public. worth, then, may become the Victoria and Albert Peak. There is no other private collection to re with it, except that at Windsor. When the ent was open to tourists between and after the eonic Wars, it was the fashion for all rich English- o leave their comfortable homes and travel l over vile roads, sleeping at dirty inns. They ed bringing their sheaves with them, works of quired for a mere song from bankrupt noblemen. randt pictures and Raphael cartoons at £100 the . or "Lord Dover brought back two Canalettos dozen Guardis, which he had picked up very during one of his tours into Italy. So these ions grew. I don't know how many items atsworth Collection contains. Apropos to the ible thefts from the Victoria and Albert, I am hat the objects there are so many that no ory check is possible as a matter of routine. aff, in any case, would resent it. There is no safeguard than the *possibility* of a sudden on a section of one department for an itemised with the inventory. A given section of a nt may avoid such a check for twenty years. he Victoria and Albert will devise a more check before it takes over the Cavendish

Best Novels.—I am always amused y men rank for us the world's best novels, add a tribute to their courage or rashness course, never agree with their verdict. ham approached his task with his usual modesty. When one views his "best ten" ey look rather like the Seven Wonders of . The exhibits appear so varied in form. t *Pride and Prejudice* in the same "literary *Moby Dick*? Is *Wuthering Heights* to be beside *Tom Jones* or *David Copperfield*? not as well try to assess the literary merits and a prose-writer and award the palm to ? Or compare Cheddar cheese with the , and decide which, on the whole, is "the Mr. Maugham's list, however, contains no . As he says, almost every list of the 100 s would contain his ten, if there be any for defining what is a novel. For my part, lighted that he has confounded the clever Austenites by giving *Pride and Prejudice* ace in her six. For nowadays the Janeites t down to third or fourth place. And, once he mystery of *Madame Bovary* deepens. No ever leaves *her* out of the best ten or zen, and I can never understand why. She well in the first hundred, no doubt. But is it that makes this study of a middle- woman's character more true and convincing say, *The Real Charlotte*? Well, it is an g parlour-game and sometimes, no doubt, in se, profitable.

onouncements by Pundits.—When inwell, predicting a General Election this year, at it would give an opportunity to get rid of crazy Tories, the wretches, the rascals, the lions," some Members, jealous of the honour House, raised the question of breach of privilege. eaker, however, ruled that the privilege question nly when the ugly words apply to the whole and not merely one side of it. This seems to pen a wide door to a slanging match. Mr. Tory ely describe to his constituents the whole body our M.P.s as Traitors, Murderers and Thieves, . Labour can riposte that every Tory is a wife- body-snatcher, assassin and fire-raiser. It is game; nice, clean fun. But perhaps wretch pscallion are just words of endearment (like). The odd thing is that such words of endear- are remembered (with disadvantages to the) long after many more colourful and criminal s are forgotten. Mr. Billy Graham told his ce at Copenhagen that the average American e intelligence of a boy of twelve. I long to more. (1) Boy of what nationality? (2) His e of the intelligence of the average Englishman? e average American's estimate of Mr. Graham's ence?

THE OLD STAGER

THE GORDON HIGHLANDERS' DAY OF PAGEANTRY IN ABERDEEN



WATERLOO DAY IS CELEBRATED AT ABERDEEN: The scene near the beach at the close of the parade, when the city welcomed the 1st Battalion, Gordon Highlanders, back from Malaya. In this picture the men are seen at the "present" while the Colour party moves off.

Aberdeen's warm welcome to the 1st Battalion, Gordon Highlanders, after a period of service in Malaya, took place on Waterloo Day, an occasion remembered with pride by the regiment because of the part their predecessors played in that great battle, when they went into action hanging on to the stirrups of the Scots Greys. It was a memorable day at Aberdeen and thousands of citizens turned out to cheer the men as, led by the massed bands of the four battalions of the regiment, they marched down Union Street to the promenade, the salute at the Music Hall, in Union Street, being taken by the Lord Provost. Later, the day's ceremonial, in which the London Scottish had also participated, closed with the beating of Retreat by the massed pipes and drums at the Links. In the evening the Lord Provost, presiding at a dinner in the Beach Ballroom, told the men that the city acknowledged their gallant campaigning in Malaya, and the way "in which the present generation are maintaining the grand traditions of our regiment."

TAKING THE SALUTE IN UNION STREET: Colonel Graham, Colonel of the Regiment, accompanies Lord Provost J. M. Graham while he takes the salute on the steps of the Music Hall during the march past.

A FAMILY OF FOUR FACE THE CHALLENGE OF SOAY

ONE OF THE NEW FAMILIES WHO HAVE GONE TO SOAY, OFF SOUTH-WEST SKYE, TO MAKE HOMES ON THE ISLAND THAT WAS ABANDONED WHEN THE CROFTERS WERE EVACUATED A YEAR AGO: The original crofters found it so difficult, they complained, to make a living, that they were transported to Mull. Gallant Mrs. Jeanne Geddes, owner of the island, remained on Soay with her husband and now they have been joined by three other families, including Mr. and Mrs. Ted Comber, Jeffrey (13) and Betty (14), who are here seen as they set out to cut peat. Mr. Comber is no stranger to the crofter's life. A former Royal Naval officer from Tasmania, he and his family spent ten years crofting at Elgol, Skye, before settling on Soay. The island extends over about 2,500 acres and last year it was said that fewer than 10 acres were productive. Even the fishing, upon which many depended for their livelihood, had fallen off. Last century its population was 158. The cost of evacuating the families last year and resettling them was about £13,000.

SIR WINSTON'S FLYING VISIT

The Premier and Mr. Eden Arrive in America for their Meetings with the President and Others

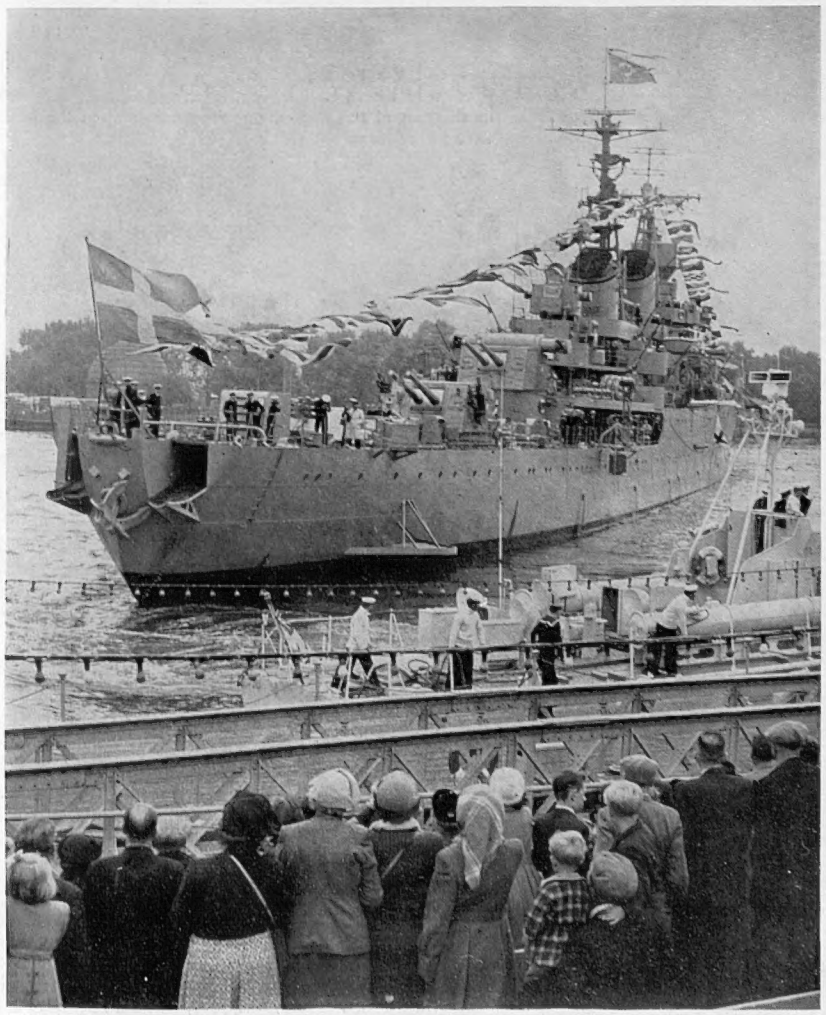
THE VICE-PRESIDENT GREETS THE PREMIER AT THE WASHINGTON NATIONAL AIRPORT: Mr. Richard Nixon, who was the first to welcome Sir Winston Churchill from the B.O.A.C. airliner *Canopus*, was also accompanied by Mr. Dulles and the British Ambassador, Sir Roger Makins (left). Following Mr. Eden from the aircraft are Lord Cherwell and Lord Moran. As Sir Winston had had sufficient rest on the flight from England, the talks with the Americans began earlier than expected. Atomic affairs figured largely on the agenda and on the Sunday a luncheon was attended only by officials interested in atomic matters. Attention was also given to European affairs. After the meetings in the United States, Sir Winston arranged to go on to Canada.

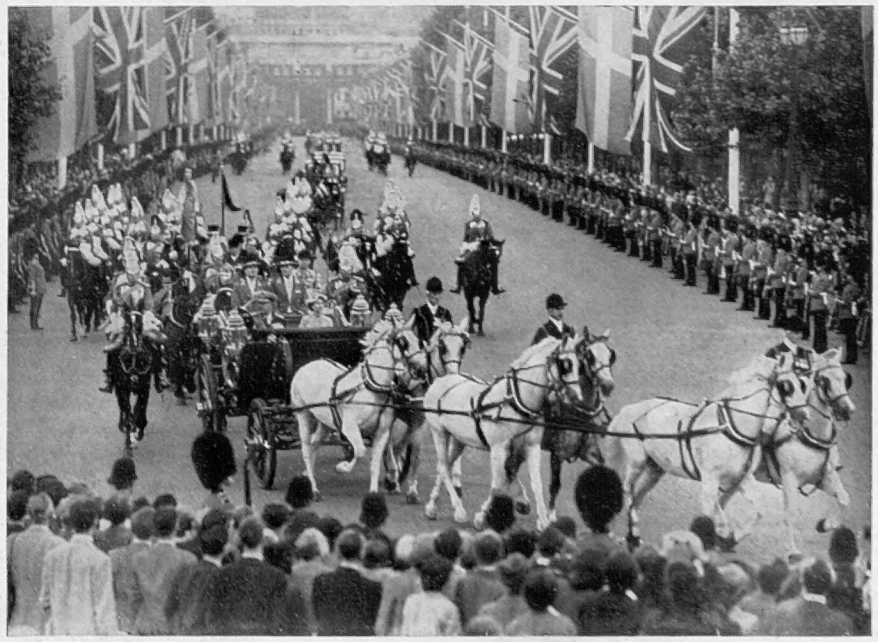
ACKNOWLEDGING THE GREETINGS OF THE AMERICANS: *Left*—Sir Winston addresses the crowd at the airport and, *on right*, bows low over Mrs. Eisenhower's hand outside the White House. On his arrival at Washington the Premier commented on the English-speaking family—or brotherhood—as a large one and not entirely without "a few things here and there," but said that if they worked together they may get along all right, "and do a lot to help our neighbours in the world."

THE QUEEN GREETS THE FIRST FOREIGN MONARCH TO MAKE A STATE VISIT DURING THE PRESENT REIGN: The scene at Westminster, following the arrival of King Gustav VI Adolf and Queen Louise for their four-day State visit as guests of the Queen and the Duke of Edinburgh. **It was the first State visit by a reigning King of Sweden for forty-six years.** The journey from Sweden was made in the cruiser *Tre Kronor*, and the King and Queen received their first welcome by a member of the Royal Family at Greenwich, the Duke of Edinburgh, a nephew of Queen Louise, accompanying the Royal visitors on the last lap of the journey up the Thames in the Royal barge. At Westminster His Majesty was welcomed by the Queen and other members of the Royal Family, and then by Ministers and officials of both countries.

SWEDEN'S KING IN LONDON

The Royal Visitors Sail up the Thames to Westminster Pier at the Start of Their Four-Day State Visit





THE ARRIVAL AT GREENWICH AND THE STATE DRIVE THROUGH LONDON: *Left*—The Swedish cruiser *Tre Kronor* seen on arrival at Greenwich, where the Royal visitors were welcomed by the Duke of Edinburgh. *Right*—King Gustav and Queen Elizabeth seen driving along the beflagged Mall to Buckingham Palace, where the King and his wife took up residence until last Thursday morning. One of the King's first official engagements was to lay a wreath on the Unknown Warrior's grave.

A WORLD REVIEW

The Foreign News in Pictures from Europe, Asia, and America

THE DUKE OF EDINBURGH IN PARIS—A VISIT TO S.H.A.P.E. : A smiling group at the Supreme Headquarters, Allied Powers, Europe. With the Duke, who was wearing the uniform of an Admiral of the Fleet, are seen, in the front row from left, Lieut.-General Sir Frederick Browning, Treasurer to the Duke's Household, Admiral André Lemonnier, Naval Assistant at S.H.A.P.E., General Gruenther, N.A.T.O. Supreme Commander, Field Marshal Viscount Montgomery, his Deputy, and Lieut.-General Lauris Norstad, Air Deputy at S.H.A.P.E. The Duke of Edinburgh had luncheon with the Supreme Commander and his senior officers, conferred with General Gruenther and Field Marshal Viscount Montgomery, and in the evening attended a reception. During his three-day visit to Paris the Duke was received by the French President and was the guest of Marshal Juin at his headquarters at Fontainebleau before leaving by air for Germany.

A FINAL TALK BEFORE LEAVING GENEVA : Mr. Walter Be Smith, the United States Under-Secretary of State, has been representing his country's interests through most of the Geneva Conference, talking with the C bodian Foreign Minister, Tep Phan, on his last da Geneva. Mr. Bedell Smith, together with Mr. E Mr. Molotov and other leaders of delegations, Geneva after a week in which progress had been m towards securing a peace settlement in Indo-Ch

On his return from Geneva, and before flying to America Sir Winston Churchill to meet President Eisenhower, Eden reported on the Geneva Conference to the House of Com The Foreign Secretary spoke of the gravity of the interna situation, and warned that any intensification of fighting in Indo-C could only jeopardize the negotiations for peace there. How he declared that the Geneva Conference had not been witho successes, despite the deep differences of opinion between East West. One of the results of the conference had been the improve of British relations with China and, said Mr. Eden, if he tho there was a chance of success in establishing peace in Korea an East, he was prepared to return to Geneva at once. Mr. E suggested two possible methods of guarding against aggressi South-East Asia. One was a kind of eastern Locarno, in which sides would participate in a reciprocal arrangement. The othe a defensive alliance rather on the lines of the North Atlantic T Organisation. However, he made it quite clear that he did regard such a defence as a solution for the problems of South Asia and the Pacific, but only as an eventual safeguard on solution had been found. Mr. Eden's report was very well rec in all parts of the House, but reactions to it in the United S were rather less enthusiastic.

COMMEMORATING EAST GERMANY'S UPRISING OF LAST YEAR : The large solemn crowd in front of the Schöneberg Town Hall in West Berlin during a memorial address. *On right*:— Enraged West-Berliners threaten and push a police truck in which a Communist agitator was being held in protective custody. The agitator was one of a small crowd of Communist youths who had interrupted the address of the Vice-Chancellor, Herr Blücher. Last year's uprising, which began in East Berlin and spread throughout East Germany, was remembered with pride and sadness by the people of Western Germany. In the French sector of Berlin, where victims of the Communists who died in the rising were buried, wreaths were laid. At the Schöneberg Town Hall the few Communist agitators who tried to unfurl a flag were given short shrift by an infuriated crowd.

SIR THOMAS BEECHAM WITH SIBELIUS : The British cond (left) with the great Finnish composer when he vi him at his home, "Ainola," in Järvenpää. Sir Th Beecham was the chief guest conductor d Sibelius Week, which was celebrated last month. Sibelius, who is eighty-eight, is living in retire

LAUNCHING THE BIGGEST SHIP EVER BUILT IN A NORWEGIAN YARD : The 32,000-ton motor tanker *Bergeland* slipping into the water at Stavanger to the accompaniment of the wail of hundreds of whistles and sirens from the fleet of small boats seen on right. The Norwegian Prime Minister, Mr. Oscar Torp, was among the thousands of guests and spectators at the launching ceremony at the yards of the Rosenberg Mekaniske Verksted. The launching of the vessel took place at the narrowest point of Stavanger Fjord, and the tanker dragged 120 tons of heavy anchor chains behind her in order to put a brake on her impetus and stop her from crashing into the shore opposite. The *Bergeland* has thirty-three oil tanks with a loading capacity of 3,000 tons an hour. She is powered by two Danish-built Diesel engines which develop a total of 13,000 h.p. The British Vacuum Oil Company has chartered her for eight years.

VIET MINH PRISONERS RELEASED BY THE FRENCH UNION FORCES : *On left*—Some of the 267 wounded prisoners arriving at the liberation centre in the Tourane region Indo-China. *On right*—Ambulances conveying the wounded prisoners on the Bac Ninh Road. In the distance are some of the "Ninety-nine summits"—the mountains of Southern Viet-Nam. The prisoners were taken in ambulances from Hanoi to a specially established camp at Phu Lang Thuong and then went forward to a village in the Viet Minh zone along a road which had previously been thoroughly cleared of mines. These movements of prisoners reflected the peaceful side of operations in Indo-China. Round Hanoi, however, Viet Minh troops have continued to exercise pressure on the hastily constructed defences of the French Union forces. To relieve this pressure, and to destroy one of the main lines of Viet Minh communication, General Cogny launched a heavy attack against the Viet Minh in the Sontay sector of the Red River delta, only 30 miles to the north-west of Hanoi. For the first time, indeed, the sounds of battle have been heard in the French base, which is also the General Headquarters.

AS EASY TO FLY AS RIDING A BICYCLE : The handle-bar controls of the Fly-Cycle, a small aeroplane which has been devised by Mr. Lawrence Farmer, of Fort Collins, Colorado, in an effort to simplify flying and to produce a good cheap aircraft. Banking is accomplished by rocking the handlebars about the pivot, while the rudder and nose wheel are steered exactly as a bicycle. *On left*—A view of the Fly-Cycle, showing the pilot, seated high to ensure good visibility for him astride the aircraft as if on a bicycle. The Fly-Cycle is 19 ft. long and has a wing spread of 30 ft. It has a maximum speed of 85 m.p.h., is fitted with a Continental A-75 engine and has a 12-gallon fuel tank. It is designed mainly for short-range work by farmers and ranchers, and special arrangements are made to carry material for spraying. It would also be useful for patrolling and entertaining as a sports aircraft.

THE GUATEMALAN REVOLUTION

Pictures from the Rebel Side During the First Week of the Revolt, at the End of Which President Arbenz Announced His Resignation

"HOW I WON THE WAR"—A VICTORIOUS REBEL COMMANDER HOLDS A PRESS CONFERENCE: Colonel Narcisio Lopez, commander of the revolutionary troops which captured Esquipulas, is seen in the centre telling correspondents of his victory. Activity during the first week of the Guatemalan revolt consisted more of extravagant claims by both sides than of actual fighting.

THE REBEL LEADER IN THE FIELD: General Carlos Castillo Armas at his headquarters in Esquipulas, in Guatemala, with one of his heavily-armed followers behind him. The General had promoted himself from the rank of colonel a few days after the revolt had begun.

After the initial alarm at the invasion of Guatemala by a revolutionary army the first week of the "campaign" came rather as an anti-climax. While both Colonel (now General) Castillo Armas and the Guatemalan Government were making extravagant claims of victories, what news did emerge from the country indicated that there had been no battle between the two forces worthy of the name. However, the revolt does seem to have had some effect, for at the end of that first week President Arbenz announced his resignation. The government of the State was handed over to the Commander-in-Chief of the Guatemalan armed forces, Colonel Enrique Diaz de Leon. This officer, who is thirty-nine, has hitherto enjoyed an orthodox and successful military career, and his succession to the reins of Government, however temporary, may be a sign that the military clique in Guatemala has broken free from the Communist-tainted Government Apparently the mountainous terrain of Guatemala does not encourage fighting in any accepted sense, and it may well be that political manœuvres are at present more to the taste of the leaders on both sides than military tactics.

A HONDURAN AIRFIELD BOMBED: The aerodrome at Copan, near the Guatemalan border, which was reported to have been bombed by unidentified aircraft. In the foreground can be seen a pile of supplies. Honduran airfields near the Guatemalan border were used to load aircraft with supplies for the rebels.

THE "LIBERATION ARMY" ON GUARD: *On left*—Soldiers of the Revolutionary Army with an odd assortment of weapons outside the church in Esquipulas after they had moved in there and taken control. *On right*—Rebel soldiers carrying automatic weapons, and some of them wearing the armband of the Revolutionary Army, lounging against the wall of General Castillo's headquarters. In the background soldiers are seen climbing into a truck which was to take them to towns around Esquipulas.

SAILING ON THE CLYDE—DRAGONS CAUGHT IN A SUDDEN SHIFT IN THE GARELOCH: *Yvora* (Mr. F. J. B. Henderson and Mr. G. A. K. Simpson) reaching with her spinnaker set. The back wind from the spinnaker is here seen lifting half of the mainsail. *On right*—The Royal Clyde Yacht Club and Royal Marine Hotel building at Hunter's Quay. The Club, which overlooks the starting-line of five of the seven regattas, is the focal point of the Clyde Week, and the centre of social activity.

The Yachting Year

CLYDE WEEK

The Wonderful Variety of Conditions which Promises Enjoyable and Testing Racing for those Taking Part in the Annual Event which Opens To-day

By UFFA FOX

THIS year the Clyde Fortnight has become the Clyde Week, another reminder of the continuous heavy burden of taxation and of the futility of our present way of life. For to-day there is no reward for merit; in fact, it is the reverse, as those with the ability to earn find that, as their powers increase, so does their rate of taxation, and that human beings all over the world can be likened to a lot of animals penned down to a low level of life by grievous taxation. The lowest form of this tax takes away half the money earned and, to ensure that everyone is kept down to this low level, this tax has increased against the more able people until it reaches a level where a man is only able to keep sixpence out of every pound earned—a system which bludgeons every able man down to a low level of life.

In spite of this, sailing is still enjoyed and more people are sailing to-day than ever before, although in smaller craft and, generally speaking, only at week-ends.

The Clyde Week is organised by the Clyde Yacht Clubs' Conference, which has twenty-five Constituent Clubs, and the seven senior Clubs give the seven-day regatta.

The buoyage system of the Clyde is such that courses can be set, no matter in what direction the wind, so as to test every vessel and crew on all points of sailing and so that, by the end of the day, every vessel, her sails, her gear and her crew, have turned to windward with their sheets hard in—a point of sailing that calls for a high degree of skill on the helmsman's part, for he alone can feel if every sail is sheeted perfectly and he it is who sails his boat as near the wind as possible, yet still keeps her full of life and vigour. It also tests the ability of the crew for, as the boat is going through the wind, they must ease away their headsails sweetly at exactly the right moment, and then flatten them in on the other side as swift as light immediately the vessel is on the other tack.

No two vessels can be steered the same and no two vessels want their sails sheeted the same. That is why the real tip-top crew and helmsman always make their mark, just as a first-rate jockey does—for as no two horses are exactly alike, neither are two boats, so it is in the degree of understanding of the vessel or horse that makes an expert seaman and an expert jockey. It is a fairly simple matter to be able to ride a horse or sail a vessel, but extremely difficult to reach through into the top flight.

Through the racing the vessel will come upon a close reach, a reach and a broad reach. On the first two points of sailing she will carry her largest headsails and these, and the mainsail, must be constantly watched and trimmed by the crew. On a broad reach, those on board must decide whether to change from their headsails to the spinnaker, or not. The decision on this point of sailing differs with different boats and the different cut of their spinnakers. Then we come to a broad reach and running, when undoubtedly it is right to set the spinnaker. On all these points of sailing the helmsman has only to steer a steady course, and the speed of the vessel over all reaching and running is largely wrapped up in her crew and the way they set and trim their sails.

A north or east wind is never true in any part of the world. It varies in strength and direction minute by minute, as it flicks to and fro several degrees of the compass. So especially with a north and east wind does the crew show to advantage when they trim their sheets to every shift of wind, no matter how slight. Whilst the helmsman's ability comes to the fore even more when beating to windward with a northerly and easterly wind than at any other time. For, other conditions being equal, the run of the tidal streams, the proximity of the land, the edge of the deep-water channels, etc., have all to be borne in mind as he decides whether to tack immediately the wind heads him, or not. Under these conditions one helmsman will be sailing the whole time within three points of the general wind direction, whilst a poor helmsman is continually on the wrong tack and will be sailing five points from the general direction of the wind.

The Clyde weather is an interesting study on its own. It is very seldom the same throughout a race and calls for a great deal of understanding. It generally pays to work the weather shore and then work the correct distance from the land where the wind, pulling down off the hills, strikes the sea and sails with unbounded joy as it feels the freedom of movement over the sea. Here the wind is, generally, more free (as well as being stronger) as it tends to pull square off the land and enables the helmsman to follow the line of the coast.

Another feature of racing on the Clyde is that the wind starting to blow, will increase and go on

(*Continued on following page*)

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CLYDE WEEK (Cont

UFFA FOX SAILING A FLYING FIFTEEN ON THE CLYDE : *Neesa*, left, and *Titania* fighting it out at the head of their class off Largs. Mr. Fox is seen at the helm of *Titania*. During this year's Clyde Week the annual cup for the Flying Fifteen Championship of the British Isles will be competed for under the Olympic Games point system.

THE COMMODORE OF THE ROYAL CLYDE YACHT CLUB EN DAY'S RACING : Mr. Ronald Teacher in *Mariell* duties often prevent him racing during Clyde

(*Continued from previous page*)

increasing until you feel you have a full gale about to descend upon you, for by now the wind is howling and the sails are rattling like pistol shots every time you tack. This, with the cold, wet seas driving over you, tends to deaden your judgment with its relentlessness, and many now start to reef.

Just as the weather has overwhelmed you and caused you to reef, the wind and seas start to ease away again, (the wind quicker than the seas) and the man who has reefed hardly realises that the wind is easing because the seas are still running fiercely, so that just when he needs extra sail area on his boat (because the wind has eased) he has reefed her.

The truth of it seems to be that the Firth of Clyde can only hold a certain amount of wind, and once the space between the hills is filled it must ease away a bit before any more can come in.

The tidal streams in the Clyde are not strong, compared to those on the South coast, for the passage of the moon controlling the tide is in an east and westerly direction. We therefore get our strongest currents on coasts that run east and west and our weakest on the North and South coasts, such as the West coast of Scotland. Further north, through Pentland Firth, where the coast is again east and west, we have one of the strongest and most dreaded tide rips in the world ; but, even though the tidal stream is not strong in the Clyde, it is worth while taking into account—for races are only won by very small margins after hours of sailing.

So all those fortunate enough to be racing in Clyde Week will have an exciting and interesting seven days of sailing, a week full of fears, doubts and sorrows and filled with high endeavour and great joy.

It is therefore not to be wondered at that all who are able go to the Clyde for its Week come from all parts of the British Isles and sailing countries the world over. Each day from Saturday, July 3, until Saturday, July 10 (with the exception of Sunday), the regattas will start with the first race at 11.15 a.m. It will take two hours to get the fourteen classes away and all the races are, as usual, held under the International Yacht Racing Union and the Royal Yachting Association Rules. Five of the regattas are off Hunter's Quay and the other two are on the opposite side of the Firth at Gourock. This almost centralises the week and makes life easier for the Commodores in charge each day, as well as those racing : Saturday, July 3 : ROYAL CLYDE YACHT CLUB at Hunter's Quay ; Sunday, July 4 : An off-day ; Monday, July 5 : ROYAL WESTERN YACHT CLUB at Hunter's Quay ; Tuesday, July 6 : ROYAL GOUROCK YACHT CLUB at Gourock ; Wednesday, July 7 : CLYDE CORINTHIAN YACHT CLUB at Hunter's Quay ; Thursday, July 8 : ROYAL LARGS YACHT CLUB at Gourock ; Friday, July 9 : MUDHOOK YACHT CLUB at Hunter's Quay ; Saturday, July 10 : ROYAL NORTHERN YACHT CLUB at Hunter's Quay.

Every day follows the same pattern, the first handicap race being for the cruising yachts of any measurement but without spinnakers at 11.15 a.m. The next handicap race being for all yachts, 16 tons and over, followed by the handicap race for yachts 8 to 16 tons. All the vessels in these three races are designed for cruising and are capable of travelling to the uttermost ends of the earth with a fair degree of comfort.

From now on the races are for smaller vessels designed for day racing and occasional cruising and camping. The fourth race is for the Scottish Island One-Design Class. Ten minutes later the International Dragon Class cross the line. This class originated in Norway and has spread to a great many countries and, as they are one of the Olympic Class and fairly reasonable in price and running cost, they will continue to prosper.

The race following the Dragon Class is the handicap race for cruisers of 8 tons and less. Although some of these cruisers travel across oceans, they are, generally speaking, designed for week-end cruising in and around the various coasts of the British Isles.

The seventh race is for the Flying Fifteen Class. These, with their very low building and upkeep costs, are growing everywhere, as they give more fun for their cost than any other keel boat, for, with their high speed and lively action, they are little thoroughbreds.

The Cup for the Championship of the British Isles travels round the various Flying Fifteen centres year by year. Last year it was at Poole, in the South. This year the Championship is being fought out at the Firth of Clyde in Clyde Week, under the Olympic Games point system. So this Class, as well as having the excitement of the daily regattas, has als sustained excitement of a week of racing to dec champion for 1954.

Their race is followed by the Loch Long One-l Class, sturdy little keel boats designed and develo start the junior members of clubs steering and c on their own fleet. This Class has taught sailin seamanship to a great many.

Following is the race for the Pleiades Class although an old class and still retaining their gun give a great deal of fun to a great many people

The last five races for the day are all for di Centreboard Classes, and these again reflect the which we live. Before the war there were few centreboard boats on the Clyde, for with its deep up to the shores, there is not the need for Centr Classes which there is in the South, where ever estuary has at least one sailing club. A further

THE HILLS PROVIDE A PERFECT SETTING FOR SAILING OFF BLAIRMORE : Mr. Herbert Thom driving his Scottish I Class yacht *Canna* in blowing weather. The yacht's propeller and shaft show clear off the water an strains upon the mast shorten it so that the luff of the mainsail is slackened and curves away from each

SMALL VESSELS WHICH CAN TEACH THE ART OF SAILING : The little vessels of the Loch Long Class, which teach the beginner the art of setting and sheeting sails. In this class, for which there is a race in Clyde Week, the younger generation are often left to themselves for the first time to gain experience of steering.

FIGHTING THROUGH : This picture of *Mariella's* lee rail under shows what it is like when she is hard pressed. Her two headsails are set as stiff as boards, while their sheets are extremely taut. ***Below*—THE OLD GUNTER-RIGGED PLEIAD-ONE DESIGNS :** The rig has the advantage of a short mast when the sail is down and the boat is laying to her mooring or anchored in a breeze.

restricted Centreboard Classes on the Clyde was coldness of the water, for whereas in the South a ize did not mean very much, in the colder northern rs it was another matter. The price and upkeep are great factors which have brought centre- d boats in numbers to the Clyde, because with reboards you do not need a dinghy or a launch o off from the shore, and you can take your reboard boat home with you for winter storage therefore there is no expense for hauling out launching. So Centreboard Classes have now n in such numbers on the Clyde as to warrant different races ; there is a race for the Hornet Design, and the National Twelves and Firefly es are amalgamated in another race. The Royal l Sailing Association dinghies form the third of Classes, and in the fourth centreboard race are the naval cutters and whalers, which start together, although the race for each class is separate. The final race of the day is for all the dinghies and centre-board craft that do not fit into the other four classes.

On the Clyde the winter nights are long, but when winter changes into summer the Clyde is then blessed with the long summer days of the northern latitude, when the sailing fraternity can enjoy all the sailing they need with little fear of being overtaken by dark-ness—when even if the darkness does descend, there is very little of it. In the past, most of all the world's best helmsmen have raced over the Clyde. The Firth still offers the same wonderful variety of weather and conditions, the loveliness is still in all the hills around, the Commodores still sail their lovely cruisers. So, as we sail there to-day, there is a great deal to admire and enjoy.

TTRACTIVE SCENE DURING CLYDE WEEK : Hunter's Quay, on the left, and Strome Point, on the right, form the entrance of the Holy Loch. It is here that the Commodore akes up his position in his yacht to form the starting-line for five of the seven regattas. A Flying Fifteen is seen in the foreground, with Dragons behind. The hills in he background change their colouring all day long with the passing of the clouds and the gleams and bursts of sunlight, and provide the perfect setting for the races.

SHEEPDOGS ATTRACT THE CROWDS

There Can Be No Disputing the Fact that Sheepdog Trials are Among the Most Popular of All Out-Door Events—Even in the Heart of London

By BRIAN VESEY-FITZGERALD

ONE of the features of the London summer is the *Daily Express* International Sheepdog Trials, which were held this year in Hyde Park at Whitsun. These trials occupied two days, the Saturday before Whitsun and the Bank Holiday, and it was estimated that rather more than 100,000 people watched the events on the Monday alone, while the crowd on the Saturday (a most unpleasant day from the weather point of view) would certainly have turned any professional Association Football Club director green with envy.

At first sight this must surely strike one as odd. Sheepdog trials, one would think, could only be of interest to countrymen, and only to countrymen from sheep country. There are quite remarkably few sheep in the neighbourhood of London, and yet sheepdog trials, in which shepherds and their dogs from distant parts of the country—the hill districts of England, the mountains of Scotland and Wales—compete, will attract, and hold enthralled throughout a long day, an enormous crowd of townsfolk in the very heart of the biggest city in the world.

Of course, novelty and the lure of a free show may have something to do with it. But I do not think that it really counts for very much. You have only to watch the crowd, to see how intense and silent they are during the running of the events, to realise that there is here a very deep interest. And you have only to listen to the comments to realise that a surprising number of people in a London Bank Holiday crowd appreciate many of the finer points of sheepdog working. In any case, it is not only in London on a Bank Holiday that a sheepdog trial will attract a big crowd. It does not matter in the least where such a trial is held, the attendance will be numbered in thousands. There can be no disputing the fact that these trials are among the most popular of all out-door events.

Sheepdog trials originated in Wales. The first, organised by J. Lloyd Price, of Rhiwlas, Bala, was held at Bala on October 9, 1873. It attracted a gathering of some three hundred people from all over North Wales, who watched ten dogs compete. The trial was won by William Thompson, a Scots shepherd who was working in Wales, with a Scots-bred dog. The following year, 1874, trials were held at Garth, in Glamorgan, and at Llangollen, and a week later at Bala, in which the winners from Garth and Llangollen competed. This was the first year in which a cup was offered for competition. In 1875 thirty dogs were entered for the Bala trials, and the attendance was over 2,000, a very remarkable figure when you remember how very difficult travel in North Wales was in those days. The Bala trials were bigger still in 1876 and 1877, but in 1878 they were merged in the Llangollen event, which had also been growing rapidly and which was a much more convenient site. More than 6,000 people are said to have watched the Llangollen trials in that year, and the entries included dogs from England and Scotland. In 1889 the Llangollen trials were attended by Queen Victoria and other members of the Royal Family, a patronage which was a tremendous encouragement to trials throughout Wales. With the exception of the breaks occasioned by the two world wars, sheepdog trials have been held annually at Llangollen since 1874, and it is by far the oldest meeting of its kind in the world.

Sheepdog trials came to England in 1876. The first English trial was held at Bryness, the winner being Walter Telfer, of Morpeth, in Northumberland, a member of a family which has played a very big part, indeed, in the evolution of the British working sheepdog. The first Scottish trial was held in the same year at Carnath, the winner being James Gardner. To-day sheepdog trials are popular all over the world. Australia, New Zealand and Tasmania, Canada, the United States, and the Falkland Islands, and (rather surprisingly perhaps) Kenya, all have their trials, and everywhere draw great crowds.

The International Sheepdog Society was founded in 1906 at Haddington, in Scotland, by a small band of Scottish enthusiasts. The objects of the new society were defined at the outset as: "to stimulate public interest in the shepherd and his calling; to secure better management of stock by improving the shepherd's dog; to give financial assistance to members (and their widows) in case of need. These objects shall be promoted by the holding of trials, the institution of a *Stud Book* for sheepdogs, and in any other way calculated to attain them." Though "international" in name, the Society was almost entirely Scottish in fact, only one or two members coming from over the border in Northumberland and none at all from Wales, the home of the sheepdog trial. Though more than a hundred different trials were held annually in Wales at that time, it was to be sixteen years before any Welshman competed in the Society's trials.

Between 1906 and 1914 nine International competitions took place, England winning five and Scotland four. But in 1915 the Society was in a very bad way indeed. There was just £5 in the bank, that and no more—no cups or trophies, nothing. It was at this juncture, with no possibility of competitions, that an Airdrie solicitor, Mr. James A. Reid, was persuaded to take on the secretaryship. Somehow he managed to keep the Society alive and he started International competitions again in 1919. In 1922 the Welsh came in, and what had been merely an International Competition became an International Championship. This meant, of course, that competition became much keener, even in the local competitions, for in order to qualify for entering his own country's National trial a shepherd had to win a prize at a recognised local trial, and it was not so easy to get a local trial recognised by the governing body concerned. All this increase in competition meant a rise in standard, both in dog and shepherd, and it also meant that a standard course came to be adopted throughout the country.

The International Sheepdog Society now runs four trials each year: the three Nationals (England, Scotland and Wales), which last for two days each, and the International, which is the "supreme championship" and which lasts for three days, being held in each country alternately. Probably round about two hundred dogs are entered for these championship trials each year (the number varies from year to year, of course) and it is difficult enough to enter, let alone win.

A CHAMPION AT WORK: W. J. Wallis, the English Brace Champion, of Henfield, Sussex, pens three sheep with the valuable assistance of Hemp. This was one of the entries at last year's Pet Dog Show, and Sheepdog Trials at the White City Stadium.

Only dogs registered in the Society's *Stud Book* and which have won prizes at local competitions can compete at the National Trials. Only the twelve dogs which do best in these National trials can be selected for each National team, so that only thirty-six dogs can compete in the International Championship. There is, therefore, a very severe eliminating process before a dog gets to the International. And here the eliminating process is more severe still. There are now preliminary tests, and only the twelve best dogs from these preliminary trials can compete in the supreme championship on the third day: that is, only twelve from the thirty-six which were selected for the International, only twelve from the two hundred or more that started out. And when these twelve come to the final day and the supreme championship they face a test which—for distance, number of sheep and time allowed—is the most severe applied to a sheepdog anywhere in the world.

A consideration of the tests applied in the Nationals as against that applied in the International Supreme Championship will show the difference in standard clearly. At each of these important trials—the three Nationals and the International—there are two tests, Singles (one dog) and Doubles (two dogs), but the courses are very different.

In the Singles of a National Championship, five sheep are placed at a point 400 yards away from the handler. The handler sends his dog out, and the dog must gather the sheep and bring them to the handler—a straight fetch from lift to shepherd. The dog must then drive the sheep from the post where the shepherd stands 300 yards over a triangular course and through two gates. Failure to negotiate the gates means a loss of points and no second try is allowed. The dog must then separate two sheep from the rest within a ring twenty yards in diameter, and he must be in full control of these sheep. That done he must drive all five into a 6-ft. square pen, and, finally, he must separate one sheep from the flock and prevent it from rejoining the others for as long as the judges think fit. The whole operation, from the moment the dog is first sent out to the end, must be completed within fifteen minutes.

That may seem stiff enough, but it is positively child's play compared with the task set in the International. In this, twenty sheep are used, split into two groups of ten, and each group is placed 800 yards from the shepherd and out of sight of the dog. The dog must gather one group and bring them through a gate obstacle in the centre of the field, leave them there and go and fetch the second group, bringing them through the gate as well and uniting them with the first group. Failure to negotiate the gate with either group means a loss of points, and no second try is allowed. After that the dog must drive the sheep on a triangular course (as in the National), but now he must drive twenty sheep through two gates and the course is 400 yards long. Again, failure to negotiate the gates means a loss of points and no second try is allowed. The dog must then bring the twenty sheep into a ring fifty yards in diameter, and must then turn back five marked sheep from the flock. This done the five marked sheep have to be driven into a 6-ft. square pen. And the time allowed for the whole operation is only thirty minutes. And this means some very quick moving on the part of the dog.

There are similar differences between Doubles in Nationals and the Doubles in the International. Six sheep are used at Nationals, ten at the International. The National course is 400 yards for the gather, the International is 500 yards. The triangular course is 300 yards at Nationals, 400 yards in the International. The time allowed is twenty minutes for the Nationals and only twenty-five minutes for the International.

In addition to these Singles and Doubles, there is also a Driving Championship. This is a comparatively new test, and it is, I think, the most difficult of all. The natural inclination of a sheepdog is to bring the sheep to the shepherd. To get a dog to drive sheep away from the shepherd and to maintain a straight course while doing so is really the supreme test of training. In Nationals the dog has to drive a flock of twenty sheep for a distance of 400 yards in a straight line from the shepherd, and he is allowed seven minutes in which to do it. That is difficult enough, but in the International Driving Championship the dog has to drive a flock of fifty sheep for 800 yards over a triangular course and negotiate two gate obstacles on the way, and he must do it in ten minutes. And the dog that can do that is a Champion indeed.

All the dogs that take part in these trials are working collies. No other sheepdog would be anything like fit enough to compete against them in any sort of trial, even if it was well enough trained. In fact, what sheepdog trials have done is to evolve a special type of working dog, which can properly be called the British Sheepdog, though it is popularly called the Border Collie. All the dogs that you see at trials now are Border Collies or Welsh Sheepdogs (in which Border Collie blood predominates) and neither of these breeds—or this breed really, for it is just the British Sheepdog—is recognised by the Kennel Club. These dogs are bred for brains and stamina and speed, and not for show. And their fame has ringed the world. British sheepdogs have been exported, and are exported, all over the world. I do not think that it would be an exaggeration to say that wherever sheep have to be herded—except, perhaps, behind the Iron Curtain—there you will find some representative of the British sheepdog.

There have been many gains from the trials organised by the International Sheepdog Society, but not the least of them has been a social one—the link between town and country. And it is from this point of view that the *Daily Express* trials are especially valuable. These trials, though they are competitive, are also an exhibition. That is to say that, though they are run over a National course, the competitors are internationals—Englishmen, Scotsmen and Welshmen—and some of the best at that. Moreover, I think that these trials in Hyde Park, though they cannot compare with the International so far as the difficulty of the course is concerned, are, perhaps, as difficult as any sheepdog trials in the world.

This year, added to these additional difficulties, there was the weather. There was thunder, lightning and torrential rain. The sheep were distinctly lively. And with everything against them, some of the finest dogs in Britain worked as calmly as though they were ou on their lonely hillsides on a peaceful summer day.

We hear a great deal nowadays about Obedience Tests, Guard Dog Training, Police Dog Training—and all are wonderful to watch. But if you want to see the perfection of training, then you will see it in the British Sheepdog at a National or International Trial. And I think you will see it in Hyde Park as well as anywhere else.

HIMALAYAN DRAMA

Sir Edmund Hillary, Leader of the New Zealand Expedition in the Himalaya, Accompanies His Colleagues to Calcutta after a Dramatic Rescue in the Mountains

This year's New Zealand Expedition to the Himalaya—originally planned as a first attack on Makalu till it became known that an American party had already staked its claim—took the form of a scientific voyage of exploration, with the main object of surveying and mapping the still relatively unknown area to the south-east of Everest. Leading the Expedition was Sir Edmund Hillary, last year's conqueror of Everest, and he was accompanied by other New Zealanders, some of them making their first visit to the Himalaya, and by two Englishmen, one of whom was Doctor Michael Ball.

In April, when members of the expedition were carrying out a survey of Barun Glacier, 19,500 ft. up on Makalu, James McFarlane and Bryan Wilkins fell into a crevasse and sustained injuries, although Wilkins was able to scramble out and return to camp to fetch help. Hillary, accompanied by Sherpas, climbed to the scene of the accident and attempted to rescue McFarlane but could not reach him. All efforts then had to be postponed until the following morning, when both Hillary and Wilkins were able to raise the injured and frostbitten McFarlane from the crevasse. By that time Hillary had also been injured and a short while later was taken seriously ill. "A combination of oxygen shortage, extreme dehydration, and perhaps malaria," he said.

When, eventually, both were able to travel, Hillary and his party set out for Dharan, in south-east Nepal, McFarlane being carried in a seat made from boxes. It was a long and difficult journey, but eventually Dharan was reached and then the Sherpas were paid off and the members of the Expedition were transported to Jogbani and Calcutta. From that city, McFarlane was flown to New Zealand, where arrangements were made for him to go into hospital.

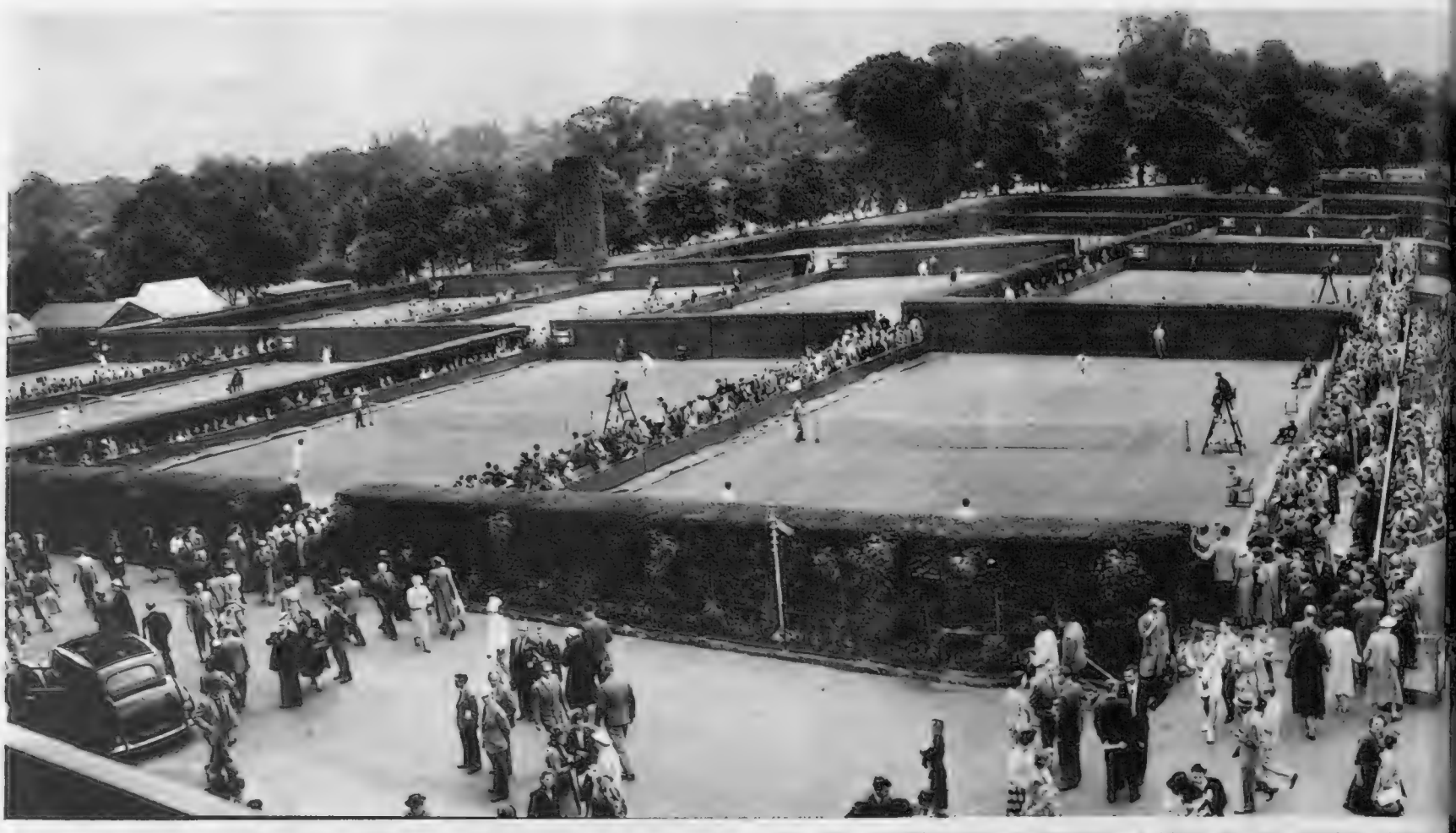
THE LEADER ESCORTS HIS INJURED COLLEAGUE: Sir Edmund Hillary walks alongside James McFarlane, who is being carried in a roughly-made seat during the journey from the Barun Glacier to Calcutta. McFarlane fell 60 ft. down a crevasse on the Barun Glacier and had to spend the night there before being rescued by Sir Edmund and Bryan Wilkins. He suffered from frostbite; later, Hillary was taken ill and had to be carried down to Camp 1.

THE BEARDED AND BANDAGED McFARLANE TAKES A DRINK AT DHARAN: He has to use both his frostbitten hands to raise the glass to his mouth.

CONFERENCE AT DHARAN: Hillary, McFarlane and Captain A. D. Carter seen in conversation at the British Gurkha recruiting camp in south-east Nepal.

On left—
"ALL THE GOOD MEN WHO HELPED ME EN ROUTE": Those words were spoken by Sir Edmund Hillary when he asked for this picture to be taken during the journey to Dharan. On the extreme right is Bryan Wilkins and two paces to his right is Doctor Michael Ball. Apart from Hillary and McFarlane the rest are Sherpas.

THE LAST MOMENTS AT DHARAN BEFORE THE JOURNEY TO CALCUTTA: *Left*—Sir Edmund Hillary pays off the Sherpas who accompanied the Expedition. He is said to have generously rewarded those who carried McFarlane in relay along the difficult mountain terrain, which was made more dangerous by rain. *Right*—McFarlane is carried aboard a ferry steamer en route to Calcutta. The rest of the journey was made by car and train, and McFarlane eventually joined a plane at Calcutta for New Zealand.

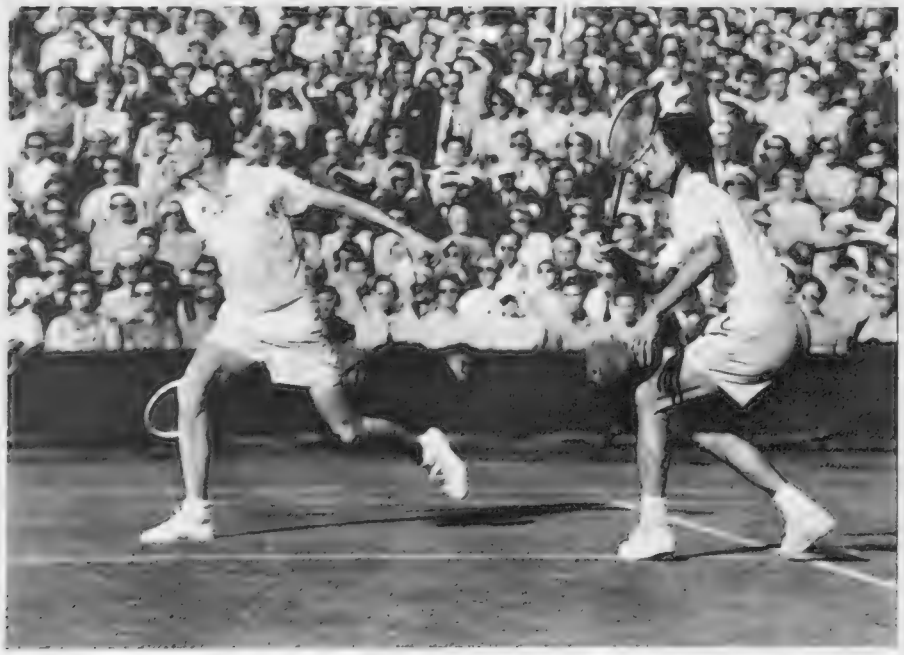


THE 1954 CHAMPIONSHIPS IN PROGRESS—A VIEW OF THE OUTSIDE COURTS: This year's Wimbledon fortnight opened in sunny weather, and thousands of spectators took advantage of the traditional first week opportunity of seeing the stars play amid the green hedgerows of the outside courts. There was no lack of thing less than the usual quota of shocks and surprises in the early stages at the All-England Club, and it was not until play was confined to the Centre Court and Court One that the drama of the Championships really unfolded itself.

ACTION AT WIMBLEDON

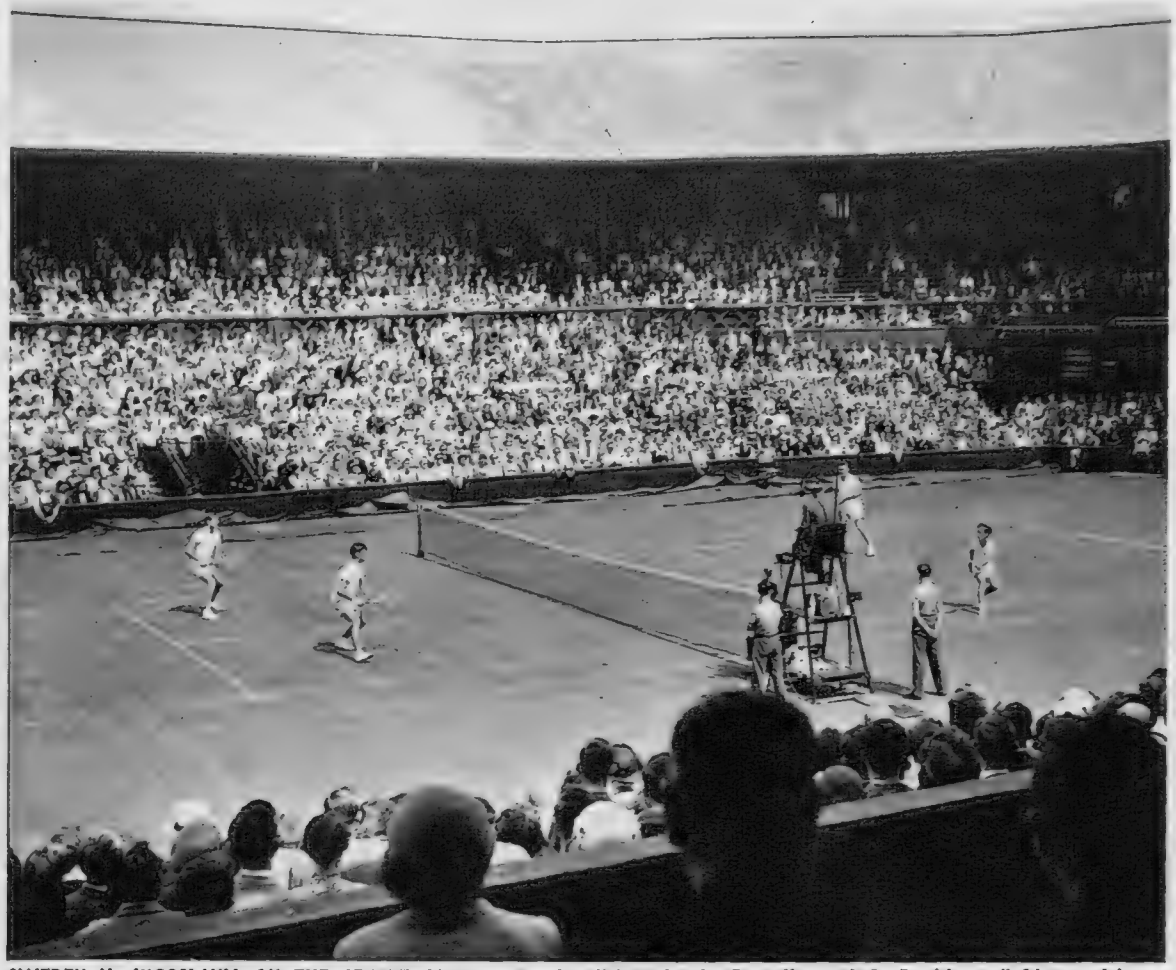
Some of the Colourful Personalities in Play at the All-England Club during this Year's Lawn Tennis Championships

A DETERMINED YOUNG ENGLISH PLAYER: W. A. Knight puts all his energy into a shot during his singles match against T. Ulrich, of Denmark. Knight did extremely well to take the first and third sets off his more distinguished opponent. But the effort was too much for him, and in the end, Ulrich, fighting back, won quite comfortably.



THE BELGIAN DAVIS CUP PAIR IN ACTION: J. Brichant (left) and P. Washer during their doubles match against the Australian holders of the title, L. A. Hoad and K. R. Rosewall. The Belgians caused a surprise when taking the Australians to five sets.

THE BEARDED DANE AT WIMBLEDON AGAIN: T. Ulrich keeping his eyes on the ball as he played a low backhand return to W. A. Knight in their first round singles match. In the next round, however, Ulrich went out to J. Drobny, of Egypt.



SWEDEN V. JUGOSLAVIA ON THE CENTRE COURT : The Swedish pair, L. Bergelin and S. Davidson (left), awaiting a return from the Yugoslavs, J. Palada and V. Petrovic, in their first-round doubles match. The Swedes, who have had a good Davis Cup record this year, confirmed their form and won in straight sets, 6—4, 6—2, 7—5.

IE SOUTH AFRICAN WHO NEARLY CAUSED A SURPRISE : A. Segal in play against K. R. Rosewall, of Australia. Rosewall conceded twenty-three games in winning in four sets, but in subsequent rounds he improved considerably.

CHASING THE BALL : A desperate moment for the American, W. van Yoorhees, during his match against I. Tloczynski, of Poland. Tloczynski won in straight sets, but was similarly beaten in the next round by L. A. Hoad, the No. 2 seed, who only lost four games.

AN ELEGANT STROKE BY WASHER : Philippe Washer, hero of Belgium's Davis Cup win over Britain, in play against F. Soehol, of Norway, whom he beat in straight sets.

PLEASANT SURPRISE FROM JAPAN : Miss S. Kamo during her comfortable win in the second round against Mrs. H. Strecker, of Austria.

A WINNER FROM MEXICO : Miss M. Ramirez in her first-round match against Miss E. E. Ruffin of Australia, which she won 6—2, 6—0.

A WELCOME RETURN TO WIMBLEDON : Mrs. W. du Pont, who, as Miss Margaret Osborne, won the Ladies Singles in 1947, has returned after an absence of three years. She is seen in play against Miss V. S. White (Great Britain).

THE GREAT LUKIKO OF BUGANDA IN KAMPALA : Crowds of Africans waiting outside the Baganda Parliament in the palace grounds of the Uganda capital. Inside representatives were listening to a message from the exiled Kabaka commending the visit of Professor Sir Keith Hancock to the country. Professor Hancock's mission will be to establish the constitutional implications of the exile of the Kabaka to London. There has been opposition to the mission amongst the tribe and in the Lukiko.

BAGANDA PARLIAMENT

The Great Lukiko Meets in Kampala to Hear a Message from the Former Kabaka of Buganda Commending Professor Hancock's Constitutional Mission

Great interest is at present focussed in East Africa on the constitutional mission of Professor Sir Keith Hancock in Buganda. Its task is to find a solution to the problems which have arisen there since the exile of the Kabaka last November. While the tribal leaders want the return of their Kabaka, they are prepared to see some of his former powers vested in ministers, and some of the government of Buganda integrated in that of Uganda as a whole. The task of Professor Hancock's mission is to determine what the future relationship of the Kabaka with his ministers should be. And also to see how far the Baganda Parliament, the Great Lukiko, can work in harmony with the Legislative Council of Uganda. There has been considerable opposition among the tribe to Professor Hancock's mission, and three Baganda members of it caused some alarm when they resigned. The tribe was no doubt disappointed to find that their acquiescence to the mission did not result in the return of the Kabaka. But at the meeting of the Lukiko, which is illustrated on this page, a message from the Kabaka's personal emissary from London was read, giving the ex-ruler's blessing to the mission, and asking the tribe to co-operate. This the Prime Minister and the Assembly sincerely endorsed. Nevertheless it was immediately made clear to Professor Hancock upon his arrival that the Baganda wished for nothing more than the return of their banished King. When Sir Keith Hancock visited the Great Lukiko he stood before the empty throne, and heard the Prime Minister refer to the fact that throughout the history of the Baganda tribe they had never been without a King. "Although the throne is empty according to our custom we feel the presence of the Kabaka here now." Professor Hancock's speech to the Lukiko was well received and without doubt made an excellent impression upon the elders of the tribe. Although there is hard work ahead, what good will there is has been put at the disposal of the mission.

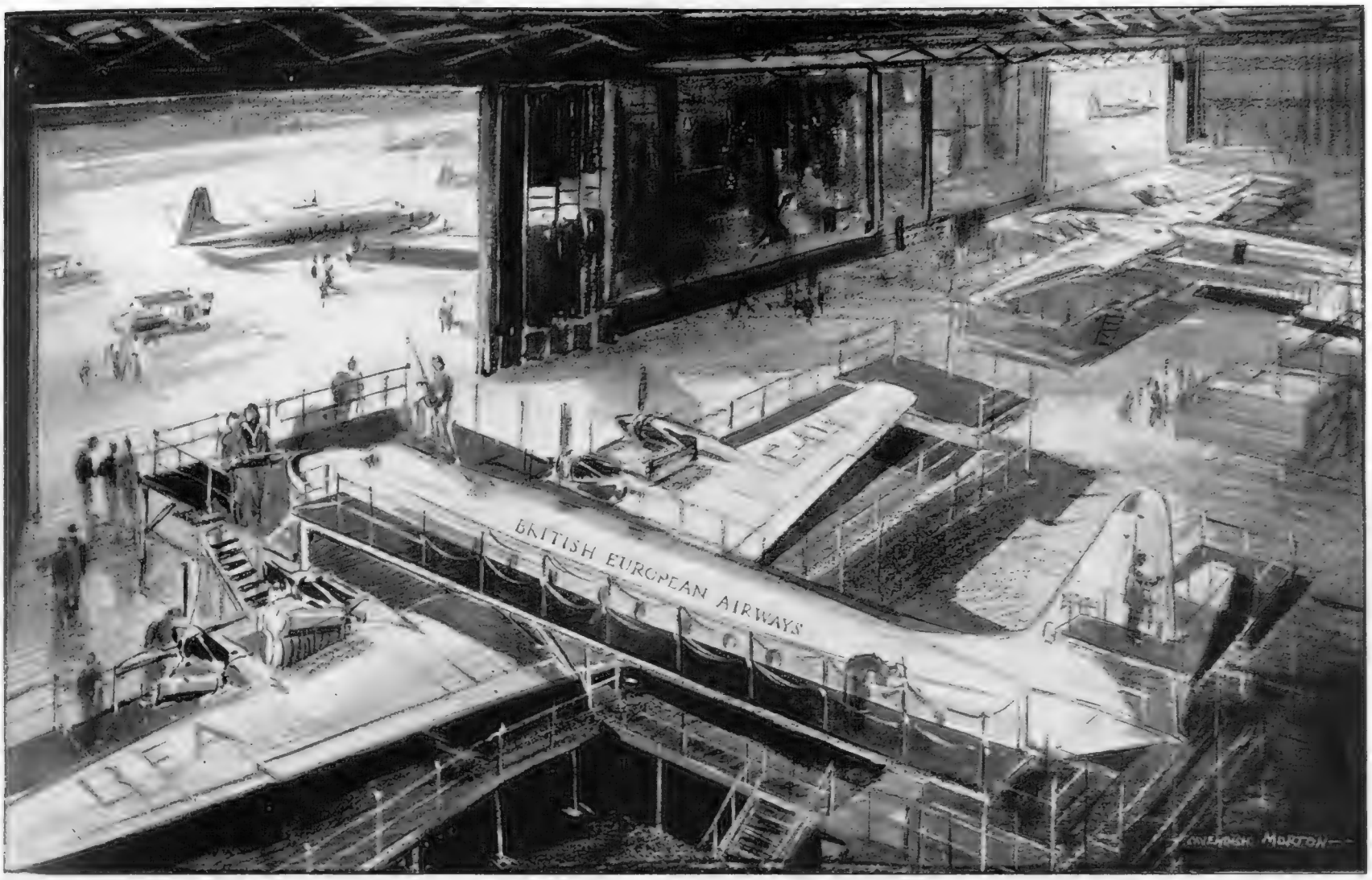
THE PRIME MINISTER AFTER A HEATED SESSION : Mr. Paulo Kavuma, the Katikiro, leaving the Great Lukiko.

BUDGET DAY FOR BUGANDA : The Omuwanika, or Minister of Finance, Mr. Latima Mpagi, reading his budget speech to the Lukiko. On his left sits the Prime Minister. Both are acting as regents in the absence of a Kabaka.

THE KABAKA'S EMISSARY SEEMS HAPPY : Mr. E. M. K. Mulira replying to the debate in the Baganda Parliament. Mr. Mulira had come to convey to the Lukiko the ex-Kabaka's wishes.

TWO PRINCESSES AT THE LUKIKO : Princess Mkinzi (left) with county Chief Mr. M. Kintu, after the meeting of the Baganda Parliament. *On right*—Princess Irene Ndagire in Kampala. Unlike Princess Mkinzi, who is a minor Princess, she is known as a "principal Princess."

SIT-DOWN STRIKE BY THE NABAGAREKA : Damali, wife of the exiled Kabaka, seated on a carpet with her four-year-old daughter, Dorothy, at the Royal Palace in Kampala. To protest against the exile of her husband, the Nabagareka has refused to wear western clothes or sit on a chair.



ENSURING SAFE FLIGHT—VISCOUNT AND ELIZABETHAN AIRLINERS BEING SERVICED IN B.E.A.'S SPECIALLY DESIGNED MAINTENANCE DOCKS AT LONDON AIRPORT: By making possible quick, easy inspection and overhaul of every part of the aircraft simultaneously, these docks are helping to maintain the high standard of serviceability and safety set by the Corporation. The Viscount in the foreground of this picture, with its vibrationless gas turbine engines, is already helping to cut maintenance costs.

MAKING FLYING SAFER

What Aircraft Designers and Operators are Doing to Ensure Constant Improvement in the Human and Mechanical Safety Factors of Flight

BY JOHN W. R. TAYLOR

DRAWINGS AND DIAGRAM BY CAVENDISH MORTON

ANTHONY FOKKER, the great pioneer aircraft designer, once remarked that flying would be here to stay only when it ceased to be an adventure. To-day, even with the "sound barrier" no more than a hurdle that is cleared a score of times every day, there is still adventure to be found in flying ever faster and higher along a road in space that will lead one day to the stars. Yet who will deny that flying is "here" when 53,000,000 men, women and children travel each year on scheduled airline services; when 40,000 cars, motor-cycles and bicycles cross the invisible air bridge between Britain and the Continent; and when everything from cows to clothes, cheese and chrysanthemums are carted by air as a matter of course?

A half-hour visit to any busy airport will suffice to show that—except in its high standard of cleanliness—it is little different from a railway station, with aircraft continually coming and going, no fuss and little ceremony. But, although they probably would not admit it, very few passengers step aboard an aeroplane with completely carefree minds, and fewer still do not feel a slight easing of tension after landing. Proof that the airlines are aware of this is given by publicity slogans proclaiming that they "take good care of you" or "take you there and bring you back."

There are grounds for some apprehension. Aircraft *do* crash sometimes, and passengers do get killed. But it is unfortunate that so many newspapers are only too ready to pounce on a major crash as first-class headline material for days, whereas the news that an airline has operated for, say, five years without a single fatal accident seldom rates even a small paragraph.

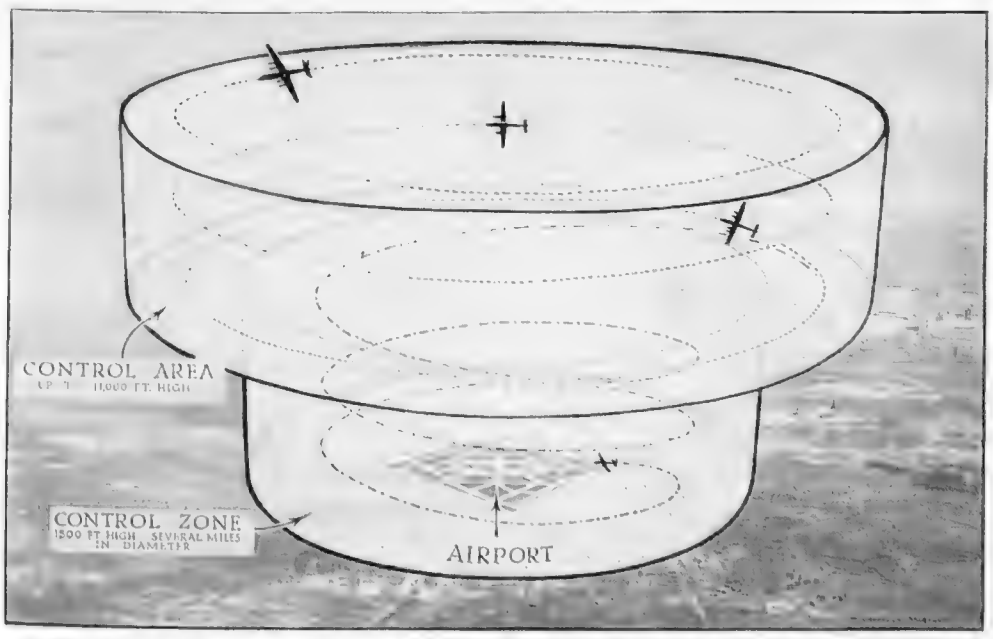
So, the first question we must ask ourselves is: "How safe do we expect flying to be?"

Obviously, we cannot hope for a 100 per cent. safety record, because nothing in this world is completely safe. People are killed by falling out of bed; and airline publicity tycoons take great delight in explaining that more people died from being kicked by mules than in aeroplane crashes in the United States in 1947.

Such comparisons reassure nobody, especially when statistics given in the House of Commons show that in the five years up to March 13 the safety record of British Railways was more than eight times better than that of British Airlines (3.7 air passengers and .45 rail passengers killed per 100,000,000 passenger-miles).

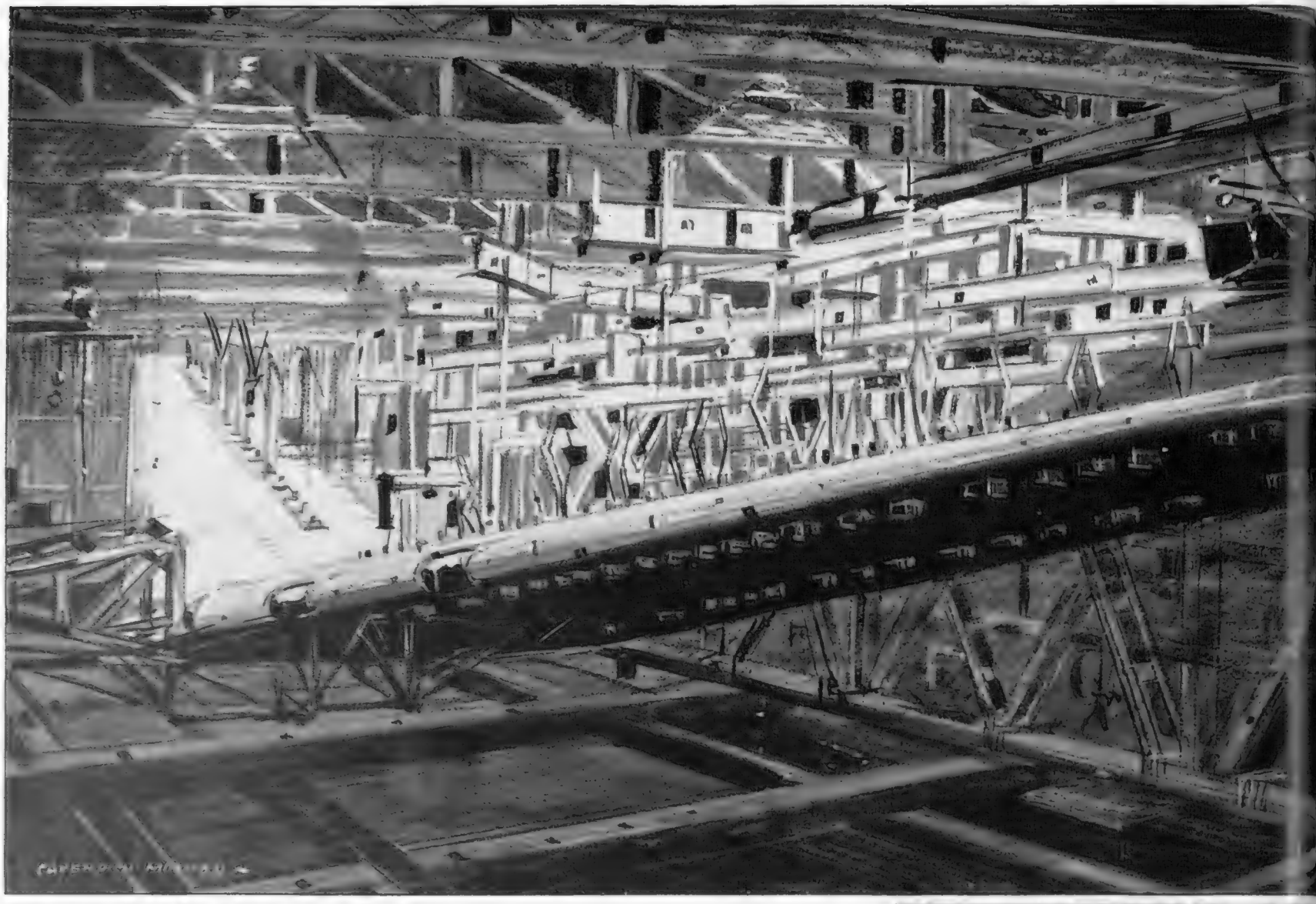
Nevertheless, this comparison is unfair; because British railway trains travel on carefully controlled tracks inside the U.K., whereas British Airlines operate over oceans, mountains and jungles in all parts of the world. A better comparison can be made between airlines, railways and road vehicles operated internally in the United States. Here we find that, in 1951, railways were only three times as safe as airlines; while last year airlines were, in turn, *nearly five times safer* than motor cars and taxi-cabs, with only .6 fatalities per 100,000,000 passenger-miles.

In everyday terms, this means that, on average, a passenger on U.S. internal airlines would have to travel a distance equivalent to more than 6,650 times around the world before it was his turn to be killed! He would, in fact, be just about as safe as on our British railways. (*Continued on following page*)



***On left*—**
"STACKING" AIRCRAFT BEFORE LANDING: This diagram illustrates the work carried out by the control staff. At the top is the control area, where aircraft waiting to land can be kept circling—every aircraft at a different height. Below this is the Control Zone, in which aircraft make their final landing circuits.

***On right*—**
A NIGHT, OR BAD WEATHER LANDING AID AT LONDON AIRPORT: The middle line of lights seen here guides the pilot to the centre of the runway, and the cross bars form an artificial horizon to help keep the aircraft level.



DESTROYING A WING IN THE INTERESTS OF SAFETY : The wing of a Lincoln bomber, spanning more than 100 ft., being tested to destruction in the "Cathedral" structure test rig at the Royal Aircraft Establishment, Farnborough. Hydraulic jacks apply, through a complicated system of linkages, loads corresponding to almost any type and degree of stress and strain that an aircraft can experience in actual flight and so prove the structure sufficiently strong before an aeroplane enters regular service.

MAKING FLYING SAFER

(*Continued from previous page*)

But figures, like soldiers, can be made to form fours at will, and, no matter how good the airline safety record is statistically, passengers will not be happy until air accidents are as rare—*and* as lacking in mysterious causes—as railway disasters. Aircraft designers, scientists, manufacturers and operators all over the world are doing all in their power to bring that time nearer.

Their first task, obviously, is to find out what causes accidents and, whether we care to admit it or not, it soon becomes apparent that human error is still the biggest danger. A pilot might misjudge his landing approach and hit an obstacle on the airfield; a navigator might make a faulty calculation; an engineer might forget to remove the locks that steady an aircraft's control surfaces on the ground; a traffic controller might fail to notice that two aircraft are approaching each other in cloud at the same height. Such events are extremely rare; but they have happened.

Bad weather is, perhaps, the next greatest hazard for conventional aircraft; while, in the case of jets, climatic conditions about which we know very little may present dangers more to be feared than any other, as explained later.

Structural failures in aircraft are very rare indeed nowadays; but, together with such things as engine fires and jammed undercarriages, they represent a third class of possible hazard. And, finally, there are the accidents we may never be able to stop, because they are completely unpredictable, including hitting a flock of birds or explosion of a time-bomb hidden in the passengers' luggage. These are even more rare and seldom fatal.

Having explained the dangers, now let us see how they are being tackled.

The hazard of human error is by far the most difficult to deal with, because the training of airline crews is already so thorough that it seems as if little could be done to improve it

Many of our senior captains have covered one, two or even three million miles in a lifetime of safe, dependable flying. Their health is checked regularly and their efficiency maintained by examination and refresher training. Even stewardesses have to combine a sound working knowledge of such matters as child welfare, first aid, and what to do in an emergency with their more usual duties of feeding and cheering passengers in flight.

What, then, can be done to improve matters?

The problem may be more fundamental than it appears; because it might well involve changing the whole procedure of pilot selection and training. At the moment, the airlines recruit the majority of their pilots from the Services, and, unless he has a lot of money, the only way a young man can normally hope to set out on a career as a civil airline pilot is by spending several years learning to fly with the Royal Air Force or Fleet Air Arm.

This, of course, saves the airlines a lot of money. By the time they get their embryo aircrew, the men know how to fly and have only to spend a period in the co-pilot's seat of an airliner and in conversion training and study before they can enter for, first, a Commercial Pilot's Licence and then a Senior Commercial Pilot's Licence, which is the standard normally required by a major airline.

Although this scheme produces very fine pilots, there is inevitably an important difference in temperament between the pilot of a military jet fighter and a man whose job is to fly passengers and freight from city to city, day after day, like a glorified long-distance bus driver. In any case, there is an unfortunate and growing reluctance among young men to volunteer for flying duties with the Royal Air Force, and, in consequence, there will be even fewer pilots available for transfer to the airlines in a few years' time.

Many experts believe that the only solution is for the airlines to set up a full-scale flying school of their own to which young men can go soon after leaving school, to learn the job of airline flying from the ground floor, with no more difficulty or expense than their colleagues who train to become a draughtsman or mechanic worker. It would cost a great deal of money; but would produce a steady stream of the sort of pilots our airlines will need so badly before long.

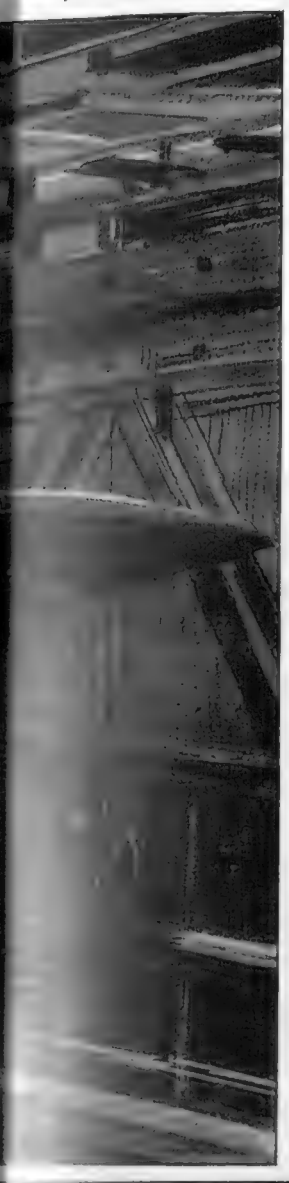
It has now been announced that such a scheme has been proposed to the Minister of Transport and Civil Aviation by the Air League of the British Empire, which has been studying the problem for some months. Mr. Lennox-Boyd is already discussing the proposals with the Ministry of Education and the Treasury.

One important step in the right direction has already been taken, in the ordering of "flight simulators" for training the crews of our newest and largest airliners. These devices consist of a fully-equipped, full-size dummy flight-deck of a particular type of airliner, complete with every gadget found in the real aircraft.

All instruments and controls are worked electronically so that, for example, when the control column is eased back, the instruments show an increase in rate-of-climb and altitude, and decreased speed, etc. All noises heard in the real aircraft, from the hollow exhaust note of the engines when they are run up, to tyre screech at touch-down, are reproduced faithfully And examiners can

REARWARD-FACING SEATS IN A BRISTOL FREIGHTER : The four rows of passenger seats seen in this picture face the rear of the aircraft, thus ensuring greater passenger safety in the event of a crash landing.

AN AMERICAN WING-TESTING STRUCTURE SIMILAR TO THAT AT FARNBOROUGH : This picture shows the new structure test apparatus installed at the Convair works at San Diego, California. The system of hydraulic jacks can be



A UNITED STATES B.52 EIGHT-JET BOMBER SHOWS OFF ITS PODDED ENGINES : This photograph of the aircraft flying over Mount Rainier displays to advantage the American practice of placing the engines in pods slung well below the wings. It is claimed that this method is safer than burying the engines within the wings, as there is less risk of structural damage from engine fire or disintegration, and maintenance is simplified.

ANK FOR TESTING FLYING-BOATS : A model of a projected flying-boat transport-patrol bomber being tested in the Saunders Roe free launching-tank at Cowes. Artificial waves can be created in this tank to test the behaviour of water-based aircraft when landing on rough seas. It can also be used for models of landplanes to discover what would happen as the result of an enforced landing in the sea. This tank is the only one in this country which is fully manned and available to the aircraft industry.

every conceivable type of emergency from an engine ure to a faulty instrument to test the crew's reactions. nay sound a little like "playing at pilots," but "flying" mulator is so like the real thing that experienced pilots ve been known to forget completely that they are the ground when things begin to go wrong!

A simulator costs anything from about £125,000 up; is another example of where capital outlay pays in long run, for it can be used for much of the initial, version and refresher training that costs up to £300 hour in the air on four-motor aircraft.

Equal in importance with crew training is a high ndard of aircraft maintenance, for failure of a single t has, before now, caused a fatal accident. British lines have always set a superb example in this respect; B.E.A.'s fine new maintenance docks at London Airport are an example of money well spent in ensuring first-class, speedy servicing of aircraft between flights and at major overhaul periods.

Gas turbine engines are already helping to cut maintenance problems and costs, because their vibration-less running reduces wear and tear on delicate instruments and radio, and although they have not yet got to the stage where they can complete as many flying hours between overhauls as the best piston-engines, their simplicity again keeps maintenance to a minimum.

Some of the greatest contributions to air safety since the war have come from development of new radio and radar navigation, control and landing aids. Risk of collision over land has been reduced by making aircraft fly down "sky tunnel" control areas under the watchful eye of ground personnel who can follow their progress on radar screens. Pilots can be guided at night or in bad weather into an airfield by the Instrument Landing System, or "talked down" by Ground Controlled Approach. At no time during his whole flight need a pilot be out of touch with ground control officers whose job is to guide him safely to his destination and then get him safely down on to the runway.

B.E.A. equip their aircraft with the Decca Flight Log, in which the machine's path is traced continuously on a moving map, controlled by radar stations on the ground. Even more advanced navigation aids now under development in both Britain and America will make navigation still more automatic and certain, so that the danger of getting off course or lost in bad weather will be gone for ever

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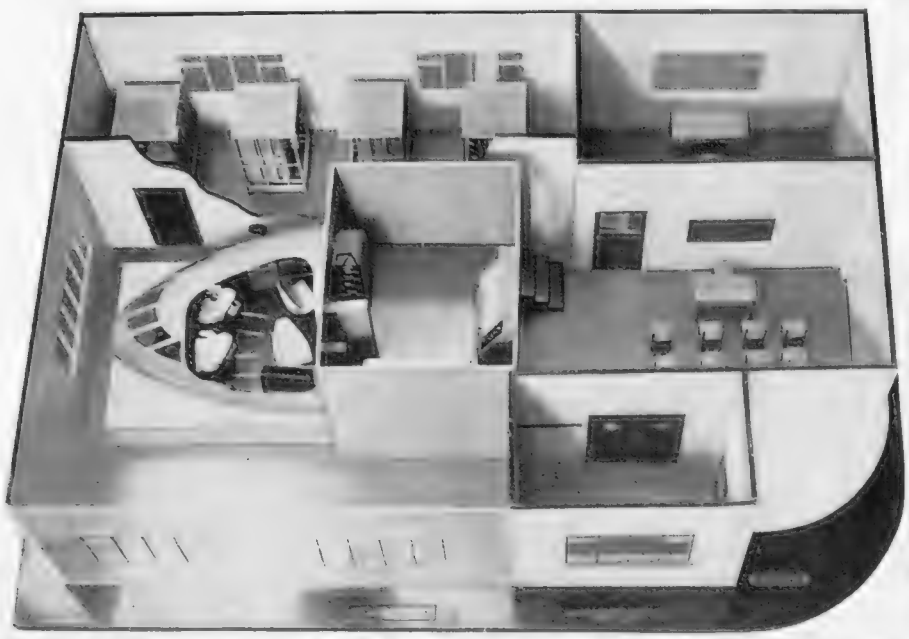
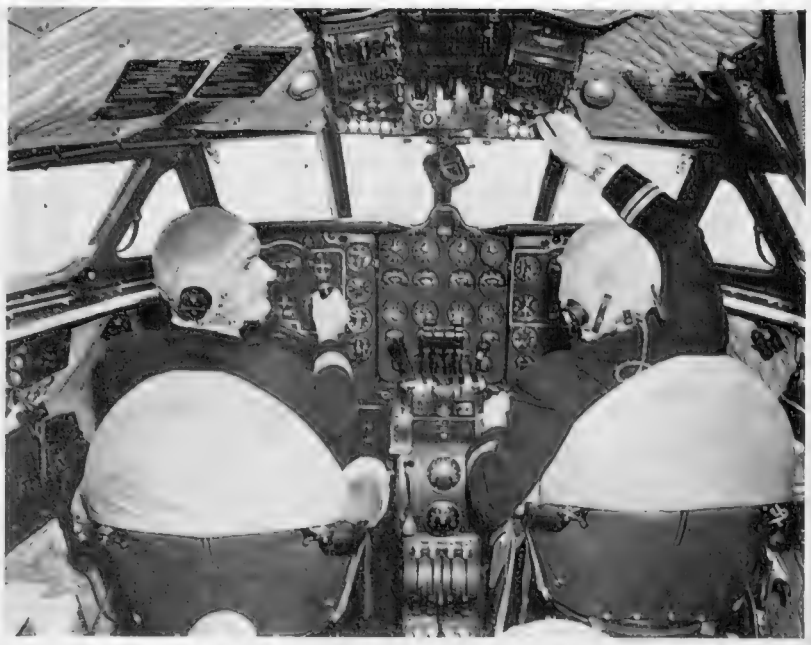


THE REDIFON FLIGHT SIMULATOR FOR FLYING PRACTICE ON THE GROUND : This shows the layout of the flight simulator for the Comet airliner. In the left centre is the flight-deck and above it the machinery which actuates readings on the instruments on the flight-deck, and gives the aircrew all the indications of actually flying. This simulator has been installed at the B.O.A.C. Central Training Unit at Meadowlands.



THE FLIGHT-DECK OF THE COMET SIMULATOR : The pilot and his first officer can be seen preparing to start the engines. As well as giving indications of flight, the Redifon Simulator can be made to reproduce various emergencies to test the pilot's reactions. Thorough aircrew training plays a most important part in air safety, as many accidents have occurred through pilot error.

MAKING FLYING SAFER

(*Concluded from previous page*)

Radio and radar experts consider this only a start. Already they have flown four-motor transport aircraft across the Atlantic under remote ground control. Pilotless planes have been taken off, flown in the vicinity of atomic bomb tests and then landed by radio control, to test the effect of radioactivity on aircraft at varying altitudes and distances from the explosion ; and pilotless aircraft are also used for a wide variety of duties connected with the development of guided missiles. In time, airliners may be able to make their entire flight under ground control in exactly the same way, eliminating the possibility of pilot error, and carrying a human pilot only to monitor the ground signals and to take over in an emergency.

Some idea of the conditions under which a human pilot might still be essential has been given in a recent report by Mr. Eric Hyde, one of Short Brothers and Harland's test pilots. Based on experiences during about 300 high-altitude flights in Canberra and SA.4 jet bombers, it gives a frightening glimpse of violent currents of disturbed air that are experienced above cloud at more than 18,000 ft., where the air ought, theoretically, to be smooth. Mr. Hyde reported that the turbulence varied greatly in form, ranging from light irregular buffeting, like riding over cobblestones, to a violent displacement of the aircraft such as would be experienced in cumulo-nimbus storm-clouds. The vertical displacement of the aircraft never seemed to exceed about 50 ft., but the " bumps " were so violent and rapid that the instrument panel sometimes became completely unreadable and, on a number of occasions, control of the aircraft became extremely difficult and tiring.

Obviously, such turbulence must put some strain on the structure of an aircraft flying into it, and one wonders if it might not be a contributory cause of some of the unexplained crashes of aircraft which appear to have broken up violently whilst climbing at full power in apparently clear air.

Other unexplained air currents at high altitudes, known as jet streams, are less frightening. Like fast-flowing rivers of air, they keep to well-defined courses, and by flying down one Pan-American Airways ensure a 100 m.p.h. " built-in tail wind " for their Stratocruiser service between Tokyo and Honolulu, and so reduce the overall flying time on their trans-Pacific service by seven hours.

Mr. Hyde's report, the jet streams and B.E.A.'s post-war " gust research " programme all help to emphasise how little we know about the element in which we fly ; and, with high-flying jets coming into service, it would seem to be more than mere common sense to begin a thorough study of air conditions between, say, 18,000 and 60,000 ft., as part of our programme to make flying safer.

Already, cloud and collision-warning radar installations, such as the AN/APS 42 scanner on the Strato-freighter and a similar set on the Princess flying-boat, will give advance warning of cumulo-nimbus clouds and heavy storms in the aircraft's path. Perhaps, in time, research will provide an equally effective " advance warning " indicator for gusts and turbulent air.

THE MECHANICAL EYE IN THE NOSE OF A STRATO-FREIGHTER : This radar set can give advance warning of storms.

Finally, we come to what the aircraft manufacturers are doing to make flying safer. " Continuing to do " would be a better expression, because aviation research goes back more than fifty years—before the first flight by a powered aeroplane—when the Wright brothers built a wind tunnel from an old starch-box to help them to develop more efficient wing sections for their famous biplane.

Nine years later, the wings of Bristol monoplanes were being loaded on the ground with sandbags to prove their strength : and from such primitive devices have grown the £1,000,000 research establishments of to-day, with their giant wind tunnels and structure test rigs in which complete aeroplanes can be twisted, bent and vibrated until they break—always at far higher loads than they could possibly experience in normal service.

Wings can be bent up and down millions of times by hydraulic pressure in rigs like that illustrated on page 20, imposing more wear and tear in a few days than would result from years of airline flying.

Every modern aircraft—civil or military—is tested like this and in a dozen other ways, reminiscent of the elaborate torture chambers of the Middle Ages. Hydraulic units, fuel systems, even complete fuselages are put into altitude test chambers where temperature and pressure can be reduced to the icy equivalent of 70,000 ft., where rubber becomes brittle, and a man without a pressure suit would die in an instant.

Test flying is equally important, and prototypes of every new airliner are flown for hundreds or thousands of hours before the type enters service. Sometimes complete experimental aircraft, costing hundreds of thousands of pounds, are built to test in flight a single new feature, such as an advanced wing shape.

From such tests are coming new, better and safer aircraft. Already the first are in service—the Vickers Viscount turboprop airliner is an outstanding example—but to-morrow's machines will be even more revolutionary. Their jet engines may be slung in " pods " under the wings, so that in the rare event of engine fire or break-up there will be less risk of damage to the wing structure. Wings themselves may become thinner and more flexible to " ride " gusts and turbulence. Rearward-facing seats, fire-warning devices, life-rafts, fire-fighting equipment will all be developed and improved ; but the emphasis will be on accident prevention rather than minimising the effects of a crash. There may even be a return to the flying-boat, which offers so many safety features, especially when combined with the capabilities of atomic power.

But, more than anything else, we can expect research to be concentrated on reducing take-off and landing runs, during which a high proportion of accidents occur. At the moment, some high-performance aircraft need two-mile runways, and bigger aircraft will demand consistently longer and stronger runways. If engines fail on take-off there is little hope of a safe landing, and there is no chance of making a slow, steady approach in bad weather.

The helicopter is suggested as the best solution for all airline routes up to 300 miles in length, and its ability to take off and land vertically—slowly and steadily—almost anywhere, will offer new standards of safety. If it ran into a bad storm it could crawl along at 5 m.p.h. or even squat on the ground until the weather cleared. It may be only a start, for there are other, more revolutionary ideas on the way, which may dispense once and for all with long concrete runways for even the biggest aircraft. Then, indeed, flying may well become not only the fastest, most comfortable and convenient, but the safest form of travel in the world.

PLAYING WITH FIRE : *Above* and *below*—A C.82 Packet transport plane is sent charging down the runway at the Lewis Flight Propulsion Laboratory of the American National Advisory Committee for Aeronautics, into an obstacle to find out what causes fire and the way in which to prevent it.

ELABORATE DESIGNS IN MULTI-COLOURED FLOWERS : The decorative floral carpets nearing completion on the cobblestones of the Via Livia in readiness for the Infiorata di Genzano, which takes place during the Festival of Corpus Christi. In the foreground is a design in flowers depicting the recently canonized Pope Pius X. ; away in the distance is the Church of St. Mary of the Top, where a service is held in the evening after the religious procession along the richly decorated Via Livia.

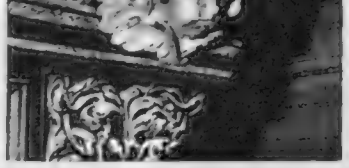
GENZANO'S FLORAL CARPET

Brilliant Patterns Set Out in Celebration of Corpus Christi, in the Small Town on the Outskirts of Rome

Genzano lies on the Via Appia, sixteen miles south-east of Rome and near Lake Nemi. It has long been famed for its flower festival—the Infiorata di Genzano—which has taken place almost every year since 1778, being associated with the religious ceremonial of Corpus Christi. The idea actually originated when two brothers arranged some flowers in a simple decorative pattern outside their door as a sign of devotion and faith. This year there was again much activity in the little town on the week-end following the day of Thanksgiving for the Sacrament of Holy Communion, and it was estimated that 50,000 visitors poured into Genzano to witness the spectacle and the procession which took place along the Via Livia to the Church of St. Mary of the Top. First, artists worked out the designs of religious scenes, and their outlines were traced in chalk on the cobbled streets ; the most difficult figures were prepared in advance on cardboard or plywood and then placed in position. Meanwhile, thousands of flowers had been picked, carefully selected according to their shades and sorted out into baskets. Finally, the flowers were laid on the chalk lines and the long cobbled thoroughfare was transformed into one vast stretch of colourful designs.

THE FLORAL ARTISTS OF GENZANO HAVE A BUSY DAY : *Left*—A floral portrait of Raphael, and, on *right*, the start of another design ; basketfuls of flowers are needed to make the design appear like a beautiful relief. Finely-chopped petals are used in the decorative borders. Although it takes the artists only about two hours to complete the delicate show, months of patient preparations are necessary. Throughout the work the flowers are continually sprayed to keep them fresh.

LOOKING UP THE WIDE CENTRE AISLE TO THE HIGH ALTAR, IN THE RESTORED CHURCH OF ST. JAMES', PICCADILLY : The restoration was made necessary by severe bomb-damage, and the re-dedication of the church by the Bishop of London took place last Saturday week. It is the only Wren church in London's West End ; much of the carving is by Grinling Gibbons. Apart from the Cathedral it is the only London church in which it is definitely known that Gibbons personally carried out the work. *Below*—The restored plaster ceiling ; it is a perfect reproduction of Wren's original mouldings.



A CARVED GILT CHERUB ADORNING THE ORGAN CASE : This is at the west end, above the gallery, which now accommodates the choir.

THE FINELY CARVED PULPIT : This was placed in the church towards the end of last century, having presented by Prebendary Kempe's confirmation candidates (Kempe was Rector for fifty years). *On left* is one of the panels depicting Moses holding the tablet on which were engraved the Commandm

PICCADILLY'S WREN CHURCH RESTORED

St. James', Badly Damaged During the War, is now Open for Worship

Professor A. E. Richardson, who has been in ch of the repairs at St. James' Church, Piccad considers the present work to be one of the examples of restoration work ever executed in country. It has been carried out with infinite and the church is now closer to Wren's de than it has been since the early eighteenth cen The cost of the work of restoration has been imm The War Damage Commission have supplied larger part of the necessary funds, but there is a considerable sum to be found. It is expected an appeal will probably be launched at a later da

The outside of the church has not been al greatly, but the parapet has been raised to gi better proportion to the wall, and the north vest has been lowered to show more of the tower. walls, and in particular the north wall, had badly shaken by the bombing, and as soon as rebui began, special attention was paid to the brickwor also to the masonry. Work was then started o roof, and for this, timber, which had been seas by long years at sea, was procured from a ship had been broken up at Portsmouth. Immense b were lifted into position, a very considerable w of wood being necessary to support the wide sp the vaulted plaster ceiling—one of the most st features in the restored church.

All the windows except one have been re with clear glass, the exception being the east wi which has been designed by Christopher Webb. great organ, with its case carved by Grinling Gib has been restored for, in addition to damage b water used by the firemen caused many of the wo pipes to be softened at their joints. The south which was walled off and used for services in has been made into a side chapel ; the panelling the altar are in memory of Ernest Jackson, R Academician, and have been given by his fa while the painting is one of his own works.

St. James' was built in 1684 at the expen Henry Jermyn, Earl of St. Albans. It was orig a plain brick building, with dressings of Por stone, Wren's plan being basilical, with the nav chancel all in one, so that the interior forme great room with a vaulted ceiling, every part of i was visible at once. To-day it is without an Incum for its last Rector, the Venerable C. E. Lambert served at the church for thirty-two years, de April. During the course of the next few w which include two important Festivals (the Ann sary of the Original Consecration and St. James' the preachers on Sundays will include three Bi and the Archdeacons of London and Middlesex

TWO CORNERS OF THE CHURCH : *Left*—A close-up showing detail of a pillar and supporting arches. The colour-scheme is of bluish-grey walls with ceiling of egg-shell blue adorned with gold leaf. Most of the windows have clear glass. *Right*—The font, sculptured in white marble, is also the work of Grinling Gibbons. In recent years it has been kept at the Victoria and Albert Museum. The shaft represents the Tree of Life, with a serpent twining round it ; the figures of Adam and Eve stand on either side.

HIGH ALTAR, AND THE GIBBONS REREDOS : The centre panel is of new design by Professor Richardson. Most of the Plate was presented by Sir Robert Gayre when the church was consecrated.

WILLIAM AND MARY COAT-OF-ARMS WHICH NOW ADORNS THE VESTIBULE AT THE WEST END : At this point of the church the wall has been lowered to show more of the tower, while inside, the very fine brickwork has been left bare.

A PROMINENT FEATURE OF THE CHURCH : The new pews, illuminated by light standards which have been designed by Professor Richardson to ensure perfect lighting facilities in the church. In the background can be seen the famous organ which was built in 1687 by Renatus Harris for the private chapel at Whitehall, and given to the church by Queen Mary in 1691. It has now been restored.

THE RACE FOR THAMES SAILING BARGES

The Picturesque Event on London's River for the Old Vessels which may be Unemployed, but which are Certainly not Forgotten

The sight of eight old sailing barges, their red sails spread, gliding majestically down the Thames must have evoked nostalgic memories among many an old-timer along London's river front. His mind would cast back to the turn of the century, when the river was still full of trading barges propelled only by sail. Once there were over 3,000 of these barges. To-day there are thirty-three, scattered in yards on the Thames and Medway, or in creeks along the South Coast. To preserve the memory of the romance of the sailing barge, this annual match is fought, with the barges manned by ancient skippers who have followed the river since boyhood. But an even more enterprising movement is now afoot. A Thames Sailing Barge Trust was formed last month with the object of buying and managing a barge and keeping it trading under sail alone. The vessel which the honorary secretary, Mr. J. A. Kemp, has in mind is a 180-ton craft, which is expected to cost about £1,700. It is envisaged that this barge should do business in the Thames and in East and South Coast harbours. With a crew of two it could go 180 miles a day. Three first-class skippers have already applied to sign on as crew, a sure sign that the Thames sailing barge is not considered to be a forgotten museum-piece.

THE WINNER: *Sara*, owned by F. T. Everard and Sons, of Greenhithe, leading the field of eight during the annual Thames Sailing Barge Race. *Sara*, skippered by Mr. Jim Uglow, won over the course from the Lower Hope, Gravesend, to the North Oaze buoy and back.

RED SAILS ON THAMES WATERS: *Sirdar* at an early stage of the Thames Sailing Barge Race, which was instituted in 1863. At one time there were over 3,000 sailing barges on the Thames. Now there are barely thirty, and a trust has been formed with the object of purchasing and keeping such a barge trading in the Thames and coastal harbours.

WATER GYPSIES?: Sir Alan Herbert, himself renowned for his interest in sailing on the Thames, watching the Sailing Barge Race off Southend. *On left*—The crew throwing water over the sails on *Memory*, one of the barges which took part in the race. This is done in order to keep the sails taut and able to hold the wind.

THE SITE FOR THE CAPITAL'S MEMORIAL TO KING GEORGE VI : A scale model of the layout between Nos. 2 and 3, Carlton Gardens, overlooking the Mall, of the site for the statue of the late King, plans for which have now been approved by the Queen and the Queen Mother. The statue, 9 ft. 6 ins. high, will be in bronze and will stand on a plinth about 9 ft. high ; the only inscription will be "George VI." When completed the site of the statue will be flanked on one side by the gable end of Carlton House Terrace, and on the other by the official residence of the Foreign Secretary. Experiments have shown that at all times of the year, whatever the state of the trees in the long processional way, the statue will always be in full view. In the background will be the grounds of Carlton Gardens. Direct pedestrian access will also be possible to the Mall from Pall Mall, a double flight of steps leading down from the present cul-de-sac to the Mall. The memorial will cost about £56,000, the expense being borne by the King George VI National Memorial Fund.

COMMEMORATING GEORGE VI

London's Memorial to the Late King will be Erected in Carlton Gardens Overlooking the Mall, Between Buckingham Palace and Admiralty Arch

AS THE MEMORIAL WILL APPEAR FROM THE MALL : The architectural setting has been designed by Louis de Soissons, R.A., who had to bear in mind the continuous stretch of wall along Carlton House Terrace. *On right*—A scale model of the 9 ft. 6 ins.-high bronze statue by William McMillan, R.A., showing King George VI in Garter robes over the undress uniform of an Admiral of the Fleet.

The HOME NEW in PICTURES

A PICTORIAL SURVEY O RECENT EVENTS NORT AND SOUTH OF THE BOR

On left—

THE QUEEN MOTHER RECEIVES THE FRE OF THE CITY OF DUNDEE : The imp scene inside the Caird Hall, D during the ceremony. Queen Eli the Queen Mother drove from Castle, where she had spent the to receive the freedom of the ci also to accept the freedom on be the Black Watch, of which she is C in-Chief. Her arrival within th boundary was signalled by a twent gun salute from the cruiser *Ja* which was visiting Dundee, and thousands of citizens lined the route to cheer the Queen M arrival. During a speech W Hughes, the Lord Provost of D referred to Queen Elizabeth "daughter of Angus" and "a loved neighbour." The Queen M was then handed the burgess and the burgess scroll, conferring Black Watch Regiment the r entry into the city with b fixed, drums beating and colours Further pictures appear on pa

THE QUEEN MOTHER GREETS THE BANDMASTER AT DUNDEE: Elizabeth is seen shaking hands with the bandm the 2nd Battalion Black Watch after the ceremony. extreme left of this picture is the Lord Provost of D

A NORMAN CHURCH IS REDEDICATED IN KENT : The scene at Dode, in Kent, as the clergy arrive for the rededication service of the tiny Roman Catholic church. *On right*—An interior view of the church showing the altar. The rededication service, which was witnessed by a large congregation, was performed by the Roman Catholic Bishop of Southwark, and the church was dedicated to Our Lady of the Meadows. The church had not been previously used since the entire community of Dode was wiped out in the fourteenth century by the plague, and it is believed that the last Mass celebrated there was in 1364. Before the plague, the parish was a most prosperous one and was known as the vineyard of Kent. Dode Church has never been used for a non-Roman Catholic service ; it has no pews and will accommodate only 100 people.

THE INTERNATIONAL EXHIBITION AND SALE AT ST. JAMES'S P The Chinese Useful Store at the exhibition. Standing beh counter, from left to right, are, Miss Wong Yuke Lan Tommy Wallis and Mrs. Elsie Hsu. The International Exhi and Sale, which took place in St. James's Palace by per of the Queen, was held to help raise funds for the new mem wing of the Victory Club, in Seymour Street, London. thirty nations co-operated in this attempt to raise £50,0 the club. Among the many interesting objects in the exhi was a medal which had not been previously seen by the p struck by the Royal Mint to commemorate the Queen

NG A MACE AS A GIFT FOR RHODESIA AND NYASALAND : A craftsman of a London firm of silversmiths is seen giving the parts of the mace, which is to be presented by the House of Commons to the new Parliament of the Federation of Rhodesia and Nyasaland, a final polish before they are assembled. Designed by Mr. R. H. Hill, an instructor at the London County Council Central School of Arts and Crafts, the mace is an exact replica in outline of the historic House of Commons mace and is being made in twenty pieces which will be soldered together to make the finished article, which will be 50½ ins. long.

THE ROYAL COUNTIES SHOW AT SALISBURY—A GENERAL VIEW OF THE MACHINERY SECTION : The grass mound of Old Sarum can be seen in the background of this picture. The show was the seventy-ninth held by the Royal Counties Agricultural Society, and many types of livestock were well represented. The King George VI. Cup given by the Queen for the champion dairy farmer of Wiltshire, was won by Mr. H. Coriat, of Malmesbury.

On left—

FANCY DRESS AT THE FESTIVAL HALL : Lord Harewood is seen dressed up as Sarasto, with Lady Harewood (left) as Queen of the Night, and the Hon. Mrs. Gerald Lascelles as Pamina—all three, characters from *The Magic Flute*. They were attending the Opera Ball held last week at the Royal Festival Hall.

NAUGURATION OF A MIGHTY NEW DRY-DOCK FOR TANKERS : The motor minesweeper *Inglesham*, vith Mr. J. P. L. Thomas, the First Lord of the Admiralty, on board, is seen mooring alongside the lry-dock at North Shields, Tyneside, which was opened by the First Lord. The dock, which has een constructed for Smith's Dock Company, will accommodate tankers up to 38,000 tons dead-veight and will play a most important part in servicing the larger tankers now being built. To onstruct the dock it was necessary to excavate into the hillside behind the river frontage, and bout 250,000 cubic yards of earth had to be removed before the actual construction work could e started. The top of the bank is about 50 ft. above the dockyard and a novel feature is the rovision of a lift which serves not only from the bank to the dock level, but also from the ottom of the dock. The consulting engineers were T. F. Burns and Partners, of Westminster nd Newcastle-on-Tyne, and the Civil Engineering contractors were Holloway Bros. Ltd., of Nottingham.

THE FORMER FRENCH PRESIDENT RECEIVES AN HONORARY DEGREE AT OXFORD : M. Auriol is seen nearer the camera, with Lord Simonds, the Lord Chancellor and High Steward of the University, after they had both received the Honorary Degree of Doctor of Civil Law. Behind them walk Sir Gladwyn Jebb, British Ambassador to France, who received the same degree, and Dame Edith Evans, who was awarded the honorary degree of Doctor of Letters. Others who received degrees on the same day were Professor Born, Tait Professor of Natural Philosophy, Edinburgh, who received a Doctorate of Science, and Professor Hindemith, of Yale University, who became a Doctor of Music.

THE ONLY U-BOAT TO BE CAPTURED AT SEA

Pictures of the War-time Capture of the U-505, Which is Now to Become an American War Memorial

The former German submarine, U-505, which has been towed through inland waterways to Chicago, where she is to be moored as a permanent memorial to the United States seamen who lost their lives during the Second World War, has the distinction of being the only U-boat captured during the war on the open sea. The idea of capturing a submarine was conceived by Rear-Admiral D. V. Gallery, who, as a Captain on board the aircraft-carrier *Guadalcanal*, sought permission from his superior officers to attempt this, should the opportunity arise.

The submarine was first sighted by the United States destroyer, *Chatelain*, and upon receiving this news, Captain Gallery ordered his aircraft-carrier to the spot, and after some twelve minutes of extensive depth-charging, the submarine had had enough and surfaced, whereupon, according to plan, she was sprayed with worrying, but not too lethal machine-gun fire from other destroyers and escort vessels. The German crew began to scramble through the hatch and jump into the sea, and when it was seen that the estimated crew of the U-boat had jumped overboard, the ancient order of "Away Boarders" was given, and a boat was lowered from the escort vessel *Pillsbury*, to board the submarine. The first boarding party comprised three men, who had to fix a tow rope, search for booby traps, and turn off the water cocks which had been left open by the Germans in an attempt to sink the vessel.

The U-boat was then towed to Bermuda by the *Guadalcanal*, and handed over to the United States authorities.

A STRANGE EPISODE IN WORLD WAR II—A GERMAN SUBMARINE IS CAPTURED BY A UNITED STATES AIRCRAFT-CARRIER: The scene soon after the capture, with the American boarders scrambling over the deck of the submarine, now to become a war memorial at Chicago.

***Above*, and *on left*—TWO SCENES DURING THE CAPTURE OF THE SUBMARINE: The action was carried out by Captain D. V. Gallery (who is now a Rear-Admiral) from the aircraft-carrier *Guadalcanal*.**

UNITED STATES SAILORS ON BOARD A GERMAN SUBMARINE: These American sailors are fixing the tow rope to the U-505 before the long tow to Bermuda began. During this journey, the *Guadalcanal* carried out her normal patrol duties, much to the annoyance of the captive German crew.

CAPTAIN GALLERY ON BOARD HIS PRIZE: He is seen standing in the conning tower of the U-505 soon after her capture. Above him flies the Swastika, surmounted by the Stars and Stripes.

BACK FROM BERMUDA—THE SUBMARINE "TALLY HO" ENTERING PORTSMOUTH AFTER CROSSING THE ATLANTIC UNDER WATER: A Dragonfly helicopter flies overhead in salute, while the submarine's crew line the deck. The 2,800-mile journey took three weeks to complete, and all the time the submarine was submerged the snort device was used to keep the air pure. For most of the time the *Tally Ho* was over 30 ft. below the surface. The submarine was commanded by Lieut.-Commander B. Rowe.

AT THE END OF A LONG UNDERWATER VOYAGE: Lieut.-Commander Rowe is seen (extreme left) standing in the conning tower of the *Tally Ho*. Next to him is Commissioned Engineer G. Futcher, and the First Lieutenant, Lieutenant B. H. Goulding, is seen using the megaphone.

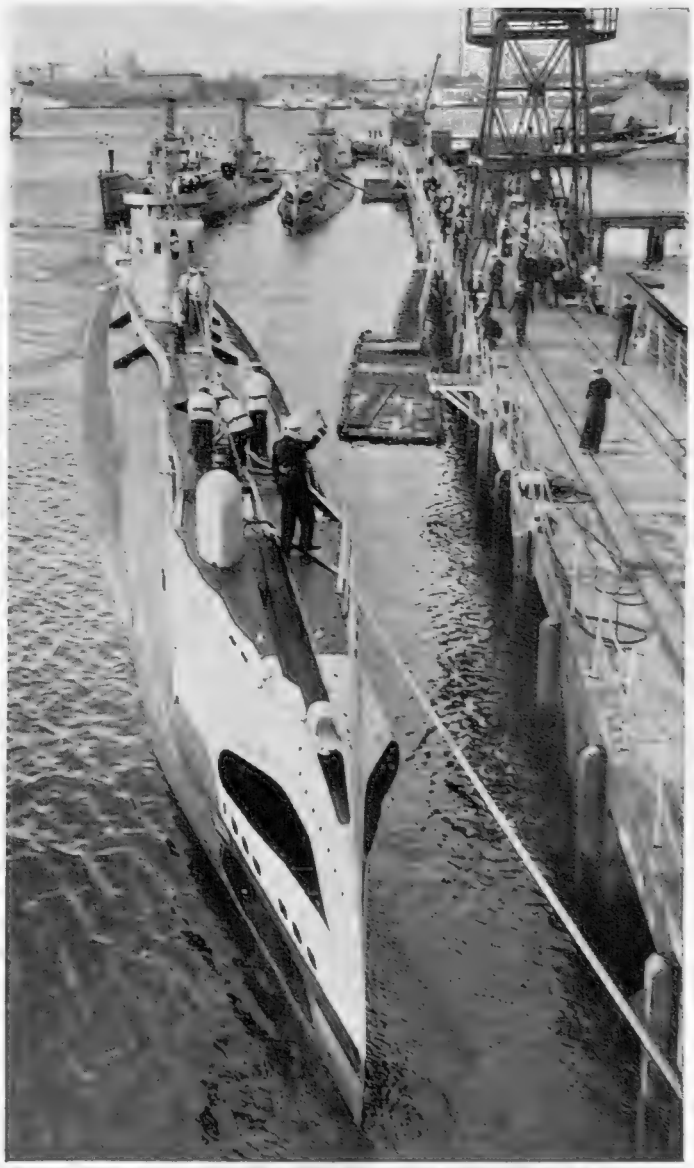
A 2,800-MILE UNDERWATER TRIP

H.M. Submarine "Tally Ho" Reaches Portsmouth After a Successful Submerged Voyage from Bermuda

Although a submerged voyage from Bermuda was made last year by the submarine *Andrew*, this latest trip by the *Tally Ho* is the first to be made by a vessel of the "T" Class, an older type than the "A" Class, to which the *Andrew* belongs. The submarine first submerged a few hours out from Bermuda, and stayed under water for the greater part of three weeks until she was nearing Portsmouth, when her crew came up for their first glimpse of the sea since leaving Bermuda. The object of the voyage was to gain experience of the behaviour of a "T" Class submarine during lengthy submerged periods, and also to train personnel in snorting techniques. The trip was described by the Admiralty as "just routine." The *Tally Ho* was completed at the end of 1942, and has a beam of 26 ft. 6 ins. and a length of 273 ft.

During the time spent under water, the crew did watches of two hours, followed by a period of four hours off, when they listened to their stock of 100 gramophone records, and played games, which included cockroach races. Lieut.-Commander Rowe spent his off-duty periods reading Chester Wilmot's book *The Struggle for Europe*.

THE "TALLY HO" IS GREETED BY OTHER SUBMARINES AS SHE ENTERS PORTSMOUTH: H.M. submarines *Anchorite*, *Amphion* and *Trespasser* are seen at Portsmouth as the *Tally Ho* comes in to make fast. A similar voyage was made last year by the submarine *Andrew* of the "A" Class.



MAKING FAST AFTER THE VOYAGE FROM BERMUDA: The 2,800-miles underwater trip was described by the Admiralty as routine training primarily to accustom crews to the use of the snort device.

WIMBLEDON STARS

Some of the Outstanding Players Who Made Their Mark in the Lawn Tennis Championships at the All-England Club During the Past Fortnight

B. PATTY, WHO PUT OUT LAST YEAR'S CHAMPION : The thirty-year-old American, winner of the Championships in 1950, made a brilliant return to the forefront of world tennis when he beat V. Seixas to reach the semi-finals. Patty, who lives and plays mainly in Europe, is renowned for his devastating volleying and his powerful service.

THIS YEAR'S TOP SEED : T. Trabert, who was the favourite to win the Championship this year, wearing his typical contorted expression. Trabert had some hard matches in th early rounds and though his class pulled him through in the end, they took heavy toll of his physical capacity. Fortunately for him, Trabert had the youth and energy to match the sprightly virility of the young Australian players who were challenging him.

On left—
J. DROBNY'S RETURN TO FORM: The thirty-two-year-old "Egyptian" player, so often unlucky at Wimbledon, caused the sensation of the Championships when he beat L. A. Hoad in straight sets. His court craft, accuracy, consistency and husbanding of his physical reserves were admirable.

On right—
AUSTRALIA'S TOP PLAYER : L. A. Hoad, the young, fair-haired player who did so much towards helping Australia retain the Davis Cup against the United States last year. This year Hoad was sometimes weak in returning service, but his own service, when it was not faulted, proved too powerful for many opponents. Upon Drobny, however, he could make little impression.

K. R. ROSEWALL : The strong Australian player who could not touch his best in the early rounds at Wimbledon. He was inclined to make heavy weather of some opponents, and rarely fulfilled his undoubted promise.

MISS LOUISE BROUGH : As in previous years, Miss Brough was a popular and successful personality at Wimbledon this year. Some of the grimness has gone out of her play, but that made her no more easy to beat.

MISS MAUREEN CONNOLLY : The champion playing one of the ground strokes for which she is so justly famed. Though her concentration lapsed a little on occasion, she was too accurate and powerful for her opponents.

FROM LONDON, BERNE AND LUNEBURG

NEWS PICTURES OF RECENT MIDSUMMER EVENTS IN EUROPE

THE DUKE OF EDINBURGH WEARING THE CAMERON KILT: Prince Philip is seen at Luneburg, in the British Zone of Germany, during his visit to the Queen's Own Cameron Highlanders. The Duke is seen holding a ceremonial Scottish Highland Sword, which had just been presented to him by Maj.-General Wimberley (left), Commandant of the Cameron Highlanders. The visit took place during the Duke's tour of France and Germany last week, and was the first he had made to the Regiment since he become its Colonel-in-Chief. The flight to Luneburg from Paris was made in Prince Philip's own aircraft, which he piloted throughout his short European tour.

THE MINER'S DREAM—LUNCH ON BOARD THE "SHEMARA": Lady Docker, wearing a naval cap and seaman's jersey, is seen serving roast beef to some of the party of thirty miners who went for a cruise on Sir Bernard Docker's yacht recently. The miners came from the Waterhaigh Colliery, near Leeds, which was visited by Sir Bernard and his wife. The trip was arranged to repay the miners for their hospitality during the visit to the mine.

On left—
THE ANNUAL PRESENTATION OF THE KNOLLYS ROSE: Sir Noel Bowater (left), Lord Mayor of London, is seen accepting the rose from Captain Sir Gerald Curteis, Deputy Master of Trinity House. This old custom began in 1346, when Sir Robert Knollys infringed a by-law, and as punishment was told that, each year, he should pluck an English rose and carry it to the Lord Mayor.

On right—
THE ELECTION OF CITY OF LONDON SHERIFFS: Liverymen lift their hands as they vote at the election held in the library of the Guildhall. The election could not be held in the great hall as this is under repair.

ENGLAND LOSE TO URUGUAY IN THE QUARTER FINALS OF THE WORLD CUP ASSOCIATION FOOTBALL COMPETITION: England's goalkeeper, Merrick, is seen vainly trying to reach the ball shot by the Uruguay centre-half, Varela, to give his team a 2—1 lead at half-time. The final score was two goals to four. Although the losers in this match, the England XI played a brilliant game which atoned for some of the rather poor football displayed by them earlier on in the World Cup competition.

A NEW RECORD FOR JIM PETERS: The champion marathon runner entering Chiswick Stadium after his 26-mile run from Windsor, which he finished in the time of 2 hrs., 17 mins., 39.4 secs.—an average speed of 11¾ m.p.h. This was the fastest marathon ever run and was almost a minute faster than the time which Peters himself accomplished in Turku last autumn. It was also the fourth time in two years that Peters had improved on his own record in the marathon. The race was held during the thirty-fourth Kinnaird Trophy Meeting, and as well as Peters' remarkable time, it was notable for the fact that five other runners covered the course inside the coveted 2½ hours, one of them, S. E. W. Cox, being ahead of Peters at 10 miles.

BETTER DEALS for BUYERS of USED CARS

The British Motor Corporation and Vauxhall Motors both Announce Schemes Whereby Approved Dealers Can Guarantee the Used Cars They Sell

By "THE SPHERE" MOTORING CORRESPONDENT

THE importance of the used-car market to Britain's motor trade has been underlined by two of the Big Five car-building firms. Both the British Motor Corporation (Austin and Nuffield) and Vauxhall Motors have announced schemes under which approved dealers guarantee the used cars they sell.

In the case of the mighty B.M.C., dealers are authorised to give a warranty for four months on all Austin, Morris, Wolseley, Riley and M.G. used cars not more than three years old.

The Corporation describes the scheme as "a safeguard to buyers of home market used cars." Sir Leonard Lord, its Chairman, has commented that while many car dealers have built up high reputations for their reconditioned cars, there are less scrupulous people who do not always give a straight deal.

Sir Leonard said the new warranty was a symbol of the Corporation's faith in the quality and dependability of its cars, and added: "It is a tremendous step forward in the interests of greater road safety."

Vauxhall Motors go even further than the B.M.C. Their guarantee scheme covers "quality tested" cars of all makes, and not merely the products of their own factories. "A car can only carry our 'Quality Tested' symbol," a Vauxhall spokesman explained, "if it has been scrupulously examined and reconditioned when necessary. It will be guaranteed for at least three months."

In answer to this question the S.M.M.T. states with quiet dignity: "As organisers we have always applied, and will continue to apply, the Motor Show takings to the general benefit of the industry.

"For instance, in the last few years the sums of at least £60,000 per annum have been paid to the Motor Industry Research Association, the co-operative body whose proving-ground and research establishment are now firmly established at Nuneaton. In addition, the Society maintains a number of overseas offices and representatives to assist the export drive."

You will have read already about the Ferrari success at Le Mans after a gloriously thrilling last-hour scrap between Froilan Gonzalez, in the winning 5-litre car, and Duncan Hamilton in a 3½-litre Jaguar. So, after adding my congratulations to the many already received by Mr. William Lyons on having in the closing stages of the race and caused intermittent slip.

This Triumph was the cheapest car in the race and the one that was most truly a "catalogue" car. It finished 15th in the general classification and 5th in its class, but its performance is best measured against the fact that out of the 57 starters, only 18 cars finished the race.

I also want to refer to the success of the Bristol team, which kept going impressively to fill the 7th, 8th and 9th positions, and the bad luck experienced by the Aston-Martin camp.

The 2-litre Bristols won their class and also carried off the team prize. So here's to the six drivers who shared this West Country success after last year's misfortunes: Wilson and Mayers (who completed 2,176 miles); Wisdom and Fairman (2,151 miles); and Keen and Line (2,134 miles). They cannot claim that their cars were the best-looking in the race or that their coachwork was the most immaculate—even at the start—but they sounded all right and kept going.

Of the five Aston-Martins in the race, three crashed; and so did Mr. David Brown's other entry, the new V-12 Lagonda. Finally his hopes were pinned on the supercharged Aston-Martin driven by Reg Parnell and Roy Salvadori, but this eventually went out, after 222 laps, with a blown gasket.

THE CADILLAC SPECIALLY BUILT FOR KING IBN SAUD OF SAUDI ARABIA: This impressive and speedy-looking car has the engine and chassis of a Cadillac 75, with special bodywork by Carrozzeria Ghia, of Turin, and among the many items fitted to ensure the comfort of its owner are a small bar and a refrigerator. It is also fitted with a two-way radio set and wireless-telephone. It carries King Ibn Saud's coat-of-arms in solid gold.

After a Continental journey of nearly 600 miles in one of the new Ford Anglias, I want to say that the good impressions I received when I first tried out this fascinating little car were amply confirmed.

Down the straight French roads I had the speedometer needle at 60 and 65 m.p.h. for mile after mile without the slightest protest from its 1,172-cc. 4-cylinder engine, which is remarkably lively for a side-valve unit. I would even go as far as to say the Anglia seemed to enjoy going at that speed, with springing, steering and braking all making an important contribution to agreeable fast cruising.

The steering may be a little too sensitive for the liking of some people, but I personally found the car easy to control in all kinds of weather and road conditions, including a gale which produced disconcerting side gusts.

Of pleasing appearance, the new Ford looks like a smaller brother of the Consul, and is equally well endowed with the qualities most people like to find in a small family four-seater: plenty of leg room (especially in front), a good field of vision, adequate space for parcels on the shelves under the facia and above the rear seat, and a clutch that is light to operate.

My petrol consumption worked out at just over 30 m.p.g., but a better figure can be obtained from the 70 m.p.h. Anglia at the lower cruising speeds which are more usual for a car of this size. The Anglia costs £360, plus £151 tax—a total of £511. It is a car with a personality. The more expensive Ford Prefect, now in large-scale production, is a four-door de luxe version of the Anglia.

There's sure to be some grumbling about the higher admission charges for this year's Motor Show (October 20–30), but Mr. Roger Gresham Cooke, director of the Society of Motor Manufacturers, assures me that in putting up the prices the Society has not been actuated by get-rich-quick motives.

It is charging you more to get into Earl's Court on certain days, so that you will be more comfortable when you get in, and to enable you to get a proper look at the new models. There is no denying that the exhibition hall was exasperatingly overcrowded last year for much of the time.

Top price used to be 10s.—on opening day, up to 5 p.m., with a drop to 2s. 6d. after that. This year it will cost you £1 to get in on opening day up to 5 p.m. and 10s. from then on. And these prices will also operate on a newly-created "select" day—the Tuesday in the second week of the Show.

On all other days except Saturdays, the charge for admission remains unchanged—5s. before 5 p.m. and 2s. 6d. after. Saturday used to be the "cheap" day with a charge of 2s. 6d. from opening time onwards. Now the Saturdays fall in line with the other weekdays, with a charge of 5s. up to 5 p.m.

Before the war the average annual paid attendance at the Motor Show was about 240,000. Compare this with last year, when in ten days 613,000 paid to get in! What happens—you may be asking—to the large sums of money handed over at the turnstiles?

Jaguars in the second and fourth positions in the finishing order, I want to talk about certain aspects of the race which have had relatively little publicity.

The performance of the Triumph TR2, for example. This privately-entered, 2-litre, perfectly standard sports two-seater—exactly like you or I could buy to-morrow for £886—kept going for the twenty-four hours at an average speed of 76.1 m.p.h., including pit stops for fuel, and on a petrol consumption of 34½ m.p.g.

It was entered by Mr. Edgar Wadsworth and driven by him and Mr. J. H. B. Dickson to a very carefully planned speed schedule, which was only interfered with when oil got on the clutch plates

TWO BRITISH MOTOR ACES BACK FROM THE BELGIAN GRAND PRIX: Stirling Moss (left) and Mike Hawthorn are seen at Lympne Airport. Moss, driving a Maserati, was third in the Grand Prix and Hawthorn was lying second when he was overcome by fumes from a faulty exhaust pipe.

Now back to the congested roads. . . . Don't forget that the new pedestrian crossing regulations came into force this week. Except in an emergency no vehicle may now stop within 45 ft. of the approach side of a crossing.

There were 97,286 new car registrations in Great Britain in the first quarter of 1954. That is a record for the first three months of the year. And if you like figures, let me put on record that in the first four months of 1954 the British motor industry built 241,400 cars, compared with only 173,400 in the corresponding period last year.

Here's a line or two about personalities in the news. . .

Sir Bernard Docker, Chairman of B.S.A. Ltd., who recently announced the purchase of the Coventry concern of Carbodies Ltd., became Chairman of the Company last week on the completion of purchase. Mr. R. Jones has resigned as Governing Director and his son, Mr. Ernest Jones as Managing Director. . . .

Mr. R. E. Smith (who for some years was Technical Director of Fisher and Ludlow Ltd., pressed steel body manufacturers of Birmingham) will continue as General Manager of the Daimler Company Ltd. He has also been appointed Man. Director of Carbodies Ltd. . .

Mr. William Lyons, the Jaguar chief, has been given the dignity of "Royal Designer for Industry" by the Royal Society of Arts, who pay him this tribute: "He has had considerable experience of design work at all levels, and has been responsible for the general design and conception of the Jaguar car, whose reputationstands so high to-day."

Mr. John Baldwin, formerly with Jowetts, has become public relations officer and sales promotion manager of the Rover Company, concerning which rumours of a financial tie-up with the Standard Motor Company continue. . . .

Miss Sheila Van Damm, who is a director of London's Windmill Theatre, won the ladies' prize in a Sunbeam Talbot saloon in the recent Austrian International Alpine Rally. Her co-driver was Mrs. Anne Hall, and they also won the touring class for cars of over 1,600-cc. . . .

Mr. Cyril Warrilow becomes group sales executive for the Rootes Group. . . .

Mr. Alfred Owen, the wealthy industrialist who runs the B.R.M. racing team, found himself in an awkward position regarding the recent hill climb at Shelsley Walsh. One of his B.R.M.s was entered for this event—until he realised it was a Sunday. As an active churchman and Sabbatarian, he found it necessary to cancel his entry, but people are wondering what he will do about the new B.R.M.s he is building to try to revive Britain's prestige in Grand Prix racing. For most of the big Continental races take place on Sunday. . . .

Two interesting new gadgets recently announced and which I mention without comment:

(1) The "Easiturn," a kind of knob to attach to your steering wheel "to give assistance to the driver when sharp turns in either direction have to be made." Price 10s.

(2) The "Lumitel" robot light-control unit which turns your lights on and off automatically. It is sensitive to light, "but will not react to street lamps, moonlight or the beams of oncoming headlamps." But—I again quote the makers—"in premature darkness or storm conditions, in tunnels, fog or freak weather, the 'Lumitel' will operate with uncanny accuracy." Price £15 15s.

An interesting event shortly approaching (July 6-9) is the Royal Show at Windsor, and motorists who intend to be present may like to know that the Royal Automobile Club have produced a map of traffic routes to Windsor which includes a large-scale plan of the Show ground and car parks

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NORTH of the BORDER

The Freedom of Dundee for the Queen Mother; the Tercentenary of Fort William; and the Royal Highland Show

FURTHER PICTURES OF THE QUEEN MOTHER RECEIVING THE FREEDOM OF DUNDEE: *Above*—The Queen Mother, accompanied by Maj.-General Neil McMicking, Colonel of the Black Watch, has a word with the bandmaster after she had accepted the freedom of the city, both for herself and on behalf of the Black Watch Regiment, of which she is Colonel-in-Chief. *On right*—The Queen Mother seen outside the Caird Hall after the ceremony. With her are William Hughes, Lord Provost of the city, and Maj.-General McMicking. Queen Elizabeth was presented with a silver cigarette casket, engraved with the arms of the city, on behalf of the Black Watch Regiment.

LORD MALCOLM DOUGLAS HAMILTON SPEAKING AT THE FORT WILLIAM TERCENTENARY CELEBRATIONS: The occasion was the unveiling of a sundial as part of the celebrations.

CEREMONY AT FORT WILLIAM—UNVEILING A GRANITE SUNDIAL: In the group around the sundial, which was erected in Parade Square, are Councillor Duncan Grant, the Rev. G. K. B. Henderson, Provost J. Carmichael, Sheriff Reid Kerr, Mr. J. W. Hobbs, Mr. Hugh McPhee, and Lord Malcolm Douglas Hamilton. The unveiling ceremony, which was part of the tercentenary celebrations of the famous Inverness-shire resort, was performed by Provost Carmichael. Fort William, on the east shore of Loch Eil, is well known for being the starting point for the ascent of Ben Nevis, which towers 4,400 feet above the burgh.

THE DUKE AND DUCHESS OF GLOUCESTER AT THE ROYAL HIGHLAND SHOW, DUMFRIES: The Duchess is seen being greeted as she visited the Electricity stand. While at the show, the Duke and Duchess of Gloucester met overseas visitors and later spoke with farm servants who had received awards for long service from the Royal Highland Society.

On right—

THE DUKE OF GLOUCESTER KEEPS A PROMISE TO THE GORDON HIGHLANDERS: The Duke, accompanied by senior officers, is seen inspecting the soldiers of the 1st Battalion at Redford Barracks, Edinburgh. When the battalion landed in this country last April, after serving three years in Malaya, the Duke, who is Colonel-in-Chief, was unable to meet them, but said that he would visit them this summer.

The World of Books—By VERNON FANE

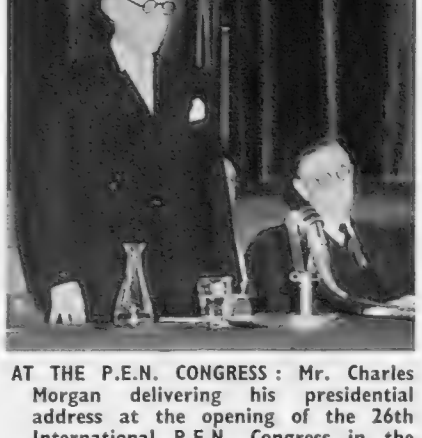
THE GLASS OF FASHION

Cecil Beaton's Personal History of the Changing Tastes in Women's Fashions and the People who have Inspired them; Autobiographies; and an Abundant Crop of New Novels

I DOUBT whether even France, where the topic of fashion is taken seriously, both for its social interest and the major industry which it represents, could have produced a more rewarding book on the subject than Mr. Cecil Beaton's THE GLASS OF FASHION (Weidenfeld and Nicolson. 21s.), taken in terms of the contemporary and near-contemporary. Others, Mr. James Laver, notably, have written with authority about the history and the changing significance of women's clothes, and their books remain as Required Reading on the subject. Mr. Beaton's personal history of changing tastes and the people who have inspired them is something quite different: a record in text and photographs and his own sketches of the men and women who designed the fashions themselves, and the women who wore them and, often, made them.

Thus, the prototypes of the 1900's were designers like Lucile (Lady Duff-Gordon) and fashionable women of the stage such as Lily Elsie, while the 1910's produced Doucet and Poiret, and such elegant figures as Lina Cavalieri and Lady Diana Manners, and such extravagant ones as Gaby Deslys and Polaire. Mr. Beaton chooses Mrs. Vernon Castle as the leader who, in the 1920's, "put the backbone to femininity, showing its vertebræ instead of its dimples," and Chanel as the guiding hand of that period when, between the two world wars, she dominated the *haute couture* with her rival, Schiaparelli.

Down the decades Mr. Beaton pursues the creators, the wearers and the examples of beauty—Audrey Hepburn, representing this last in our own day—and concludes with much good sense and a split infinitive that "it would be foolish to expect our social mirror to always send back the same image." His book, in fact, is highly diverting, often nostalgic and full of such *bons mots* as that of the Frenchwoman who remarked at a Futurist Exhibition that it was "*d'un mauvais goût épatant!*"



AT THE P.E.N. CONGRESS: Mr. Charles Morgan delivering his presidential address at the opening of the 26th International P.E.N. Congress in the Royal Tropical Institute, Amsterdam. On the right is Mr. Victor van Vriesland, president of the Netherlands P.E.N. Club. Over 400 authors were present.

While Mr. Beaton's book treats of the world of fashion and form and delights, where it pleases, with its sophistication, and its familiarity with the names of Garbo, Lopez-Wilshaw and Mendl, Miss Elizabeth Hamilton has written some autobiographical chapters about life in Ireland, in Florida, in the North of England, in the Isle of Man and in Bayswater, with hardly a name, or a place-name to recall, and the whole interest centred in her poetic recollection of childhood and youth, and in the scents and feelings and emotions that belong to the unfolding of life to a sensitive being. A RIVER FULL OF STARS (André Deutsch. 12s. 6d.) is nothing as definite as an autobiography, but rather a haphazard, sometimes too tenuous and sometimes enchanting collection of mannerly memories.

HALF-TERM REPORT (Longmans. 15s.), on the other hand, has an exact form, for it is the autobiography of Mr. William Douglas Home, from his birth in nineteen-twelve to the day of his release from a year's prison sentence in 1945, the imprisonment having been due to his refusal to obey an order in France. As a dramatist, Mr. Home is known for his plays, *Now Barabbas* and *The Chiltern Hundreds*, among others, and here he writes with characteristic candour of his childhood, his youth at Eton and Oxford, and the stages of the war which was to end for him with Wormwood Scrubs.

PRISON AND CHOCOLATE CAKE (Gollancz. 15s.), is the autobiography of Nayantara Sahgal, the young daughter of Mrs. Pandit, and niece of Nehru, and it is an absorbing record of the first years of a life spent at first in the close companionship of an extraordinary family, later at an American university, and again in India, which the author reached in time to have long and happy talks with her old friend, Gandhi, shortly before his assassination. As a child, she knew the sorrow of frequent partings from her parents, but neither these, nor their imprisonment, were allowed to have an embittering influence, and there are constant reflections of the happiness Nayantara feels when she is with her sisters, her famous mother, or her even more famous uncle, known to her as "Mamu."

Most English of the English novels this week—which in itself is not necessarily a recommendation—is Mrs. Angela Thirkell's period piece WHAT DID IT MEAN? (Hamish Hamilton. 12s. 6d.), which is no less a period piece for being set in Coronation year, a recent phase of our lives so sharply marked by bad weather and good news. The setting is still Barsetshire, and there would have been some very proper complaints had it not been, and the characters are mainly the same, with the addition of a few new ones.

That lovely actress, Jessica Dean, so improbably born to the near-county, has one of the best parts of her career; Lord and Lady Pomfret are respectively as over-worked and as over-solicitous as ever; their elder son, Mellings (*how* the young do grow up!), blossoms from diffidence into a good degree of articulateness; those good-natured Bunce girls continue to add to their cheerful, fatherless families, and there are one or two middle-aged romances. But what is most rewarding of all about The Mixture As Before, better even than the occasional really good joke, is Mrs. Thirkell's masterly use of the English social nuance which, as the author might write herself, any reader will at once understand.

J. E. Mikellatos is a new young author—I have no information but very few doubts about the youth part—who has written a most engaging novel, A LOVE-KNOT (Peter Davies. 12s. 6d.), which has all the freshness, the cleverness and the dewy cynicism of young men and women in their intelligent twenties. Two Cambridge undergraduates, each twenty-six years old, since their studies were interrupted by the war, are friends and verbal sparring partners, one of them studious, assured and good-looking, the other good-looking, vague and erratically bright. Tristram is the former and he asks his friend Joss to spend part of a vacation with him, his two lovely sisters, his very human parents and his sporadically drunken uncle, at their house, which manages to be near Newmarket without reference to so much as a colt.

The story is of the repercussions of those few weeks, and is light-hearted, civilised and often very funny. J. E. Mikellatos has, among other qualities, a happy turn of phrase, like the one about the birds at dawn making a fiendish racket, "as if they were sucking their teeth." Any unsentimental and insomniac country-dweller will recognise that description only too well.

THE TROUBLED MIDNIGHT (W. H. Allen. 12s. 6d.), is Mr. Rodney Garland's novel about two English diplomats, one married and with children and a wife who is expecting another baby, who disappear together (yes, you've guessed it) to France and later cover their traces completely and are lost, presumably behind some kind of Iron Curtain and also presumably allied by their common interest in their own sex. Quite effectively done, particularly in so far as an acquaintance, who is the narrator and archetype of innocent bystander, is concerned. It is odd, though, that given the few known facts, the plot should not sound more convincing.

The diplomats, statesmen, the soldiers and the sailors of Mr. Burke Wilkinson's story operate from Washington, D.C., and the disconcerting thing about this novel is in the proportion of them that turn out to be traitors too. LAST CLEAR CHANCE (Hodder and Stoughton. 10s. 6d.) is an extremely readable piece of work on three counts: as an impression of witch-hunting Washington; as a series of pictures of the tide-water country of Maryland; and as a first-rate cut-and-thrust adventure story.

SHOOTING STAR (Hutchinson. 10s. 6d.) consists of two short novels by Mr. Robert Neumann, each of them complementary to the other, since one is about a male and the other about a female international crook, and both of them likely to be a surprise for Mr. Neumann's readers, since they are comic and light-hearted and show nothing of the tragic concentration of this author's earlier novels.

THE HONEYED PEACE (André Deutsch. 10s. 6d. is a collection of ten stories by Miss Martha Gellhorn, and I recommend them all to you, for they have one excellent thing in common: a real evocation of atmosphere, whether it be Grimsby's or Kansas City's or Rome's. Miss Gellhorn has travelled widely and written in wartime and peace in some smooth and many rough places, but the quality of these tales doesn't depend on the globe-trotter but on the artist, and I repeat that I think you will like them.

Mr. John Sherwood writes of the Far East knowledgeably in TWO DIED IN SINGAPORE (Hodder and Stoughton. 10s. 6d.), but his primary interest in this extremely well-told story is murder and mayhem rather than a discussion of the geographical or political scene. I enjoyed this thoroughly, and in spite of his dumpy little hero's contention that all his adventures and mishaps were due to the heat, would prefer to attribute them, and their exciting telling, to Mr. Sherwood's talent.

Mr. Max Murray, a recommended writer of murder mysteries, whose titles would even indicate a suspicion of necrophilia, has written a new one, called THE SUNSHINE CORPSE (Michael Joseph. 10s. 6d.), and, as always before, has managed to invoke his especially authentic brand of atmosphere, this time of a queer district between a Florida swamp and the sea.

THE OXFORD ECONOMIC ATLAS OF THE WORLD (Oxford University Press; London, Geoffrey Cumberlege. 30s.) *has been prepared by the Economist Intelligence Unit and the Cartographic Department of the Clarendon Press, Oxford, to meet the needs of those who require basic information about world economics.*

The profusely illustrated volume by Norah Waugh entitled **CORSETS AND CRINOLINES** (Batsford. 42s.) *is a study of the shapes of the artificial undergarments with whose aid changes in the silhouette have been made.*

Viscount Samuel's **BOOK OF QUOTATIONS** (James Barrie. 15s.) *is a second edition of his collection of passages from literature which he has noted down since the age of eighteen.*

EMBATTLED BRITAIN

Crimean Elegance and All-out War at Sea

From the French Revolution to the Crimean War, despite all the turmoil of world affairs, despite the Bristol Riots, the Chartist Petition and the Irish famine, hardly a ripple seems to have disturbed the smooth and glittering surface of English social life. At any rate that is the impression gained from reading Peter Carew's COMBAT AND CARNIVAL (Constable. 21s.). In these entertaining vignettes of his own family we see the heyday of privilege against the background of the Taylors and Carews who owned adjoining properties in Devon and whose fortunes were in many ways linked. In 1837 the beautiful Rose Taylor married Sir Walter Carew, the eighth baronet, and thenceforward this explosive, arrogant, impregnable landowner seizes the centre of the stage and remains firmly there. Sir Walter abominated railroads, and had the ill-fortune to see the dawn of the railways age in Britain. On one occasion he refused to travel in the same first-class carriage as Sir Francis Baring, the Member for Portsmouth and a protagonist of the iron road. He retired in high dudgeon to a third-class open truck, there to brood on his wrongs. The author has some most revealing chapters on the war in the Crimea, commenting alike on the comic and tragic futility of varying generals of the day, and on the apparently normal behaviour of Lord George Paget, who, considering that honour had been satisfied by his appearance on the field of Balaclava, sought permission to return home, at the same time selling, for the regulation price, his Colonelcy of the 4th Light Dragoons. War, indeed, had very little impact on social life, and Sir Walter Carew certainly made few adjustments. It was that miserable Shylock Gladstone, with his doubled income tax, who worried Sir Walter most. In 1854 it stood at 1s. 4d. in the pound, and to the landed gentry this sort of austerity was not to be borne. Before the war was over the Carews made a yacht excursion to the Crimea, a sort of battlefield tour, but not too near, the battle's rage. Lord George Paget arranged something different for the excursionists to see every day. Little wonder that Sir Walter's daughter, Bessie, wrote "We are having capital fun."

From this picture of a nineteenth-century war glimpsed from the sidelines, let us turn to the realities of modern combat. In his biography of THE KELLY (Kimber. 15s.). Kenneth Poolman has made the story of one ship, a well-founded flotilla leader, tell the larger tale of Britain in duress, savagely fighting back against a ruthless enemy, and he tells it so simply, and so well, that we are with him from first to last. We see the great battles and the long patrols of the Arctic and the Norwegian shore, of the North Sea, the Channel and the Western Approaches, and of Crete and Malta in the Mediterranean as the men of the *Kelly* saw them; as Mountbatten and Lord Hugh Beresford saw them from the *Kelly's* bridge, as stoker Rogers saw them from his engine-room, as the sweethearts and wives of *Kelly* men came to know them. From the day of her commissioning in August, 1939, to the day she sank in May, 1941, the victim of German dive bombers in the Battle of Crete, it was death and glory for the *Kelly*, although one young Welshman on draft leave, when he told his mother he was going on the *Kelly* with Lord Mountbatten, received the comforting assurance "Oh, I am relieved. He's the first cousin to the King and those people are never allowed to take any chances." Well the *Kelly* took every chance, and this proud record of her chance-taking is one that will surely endure in the annals of the sea. When writing of the *Kelly's* much-publicised Captain, the author does not strain for effect. The stirring, strictly factual narrative proclaims Mountbatten as a seaman cast in the heroic mould.

R. H. Mottram calls his historic survey of Norwich THE WINDOW SEAT (Hutchinson. 15s.). From that window seat he has seen the changing face of the city. The carriers' carts and the gigs have given way to buses and cars, the Saturday football crowds add a new bustle to the streets, and the bearded and long-skirted pedestrians give place to swifter-moving folk, though maybe not clearer brained. The volume ends with the Armistice of 1918, and it seems safe to say that few will escape the thought that here is a charming book crying out for a sequel.

MARRIED TO ADVENTURE (Hamish Hamilton—15s.) is the title of Jule Mannix' book, and those who recall that her husband is the author of *Memoirs of a Sword Swallower* will not feel that the chosen title is in any way exaggerated. Jule spent her honeymoon hunting giant lizards in Mexico with the aid of a tame but temperamental eagle. She has done a host of other strange things besides, and she relates them all with real gusto.

Dr. Edgar Anderson has written a history of cultivated plants. He calls it PLANTS, MAN AND LIFE (Melrose. 15s.), and emphasises from the outset that this is a comparatively neglected subject. While the experts know practically everything about weeds and rare plants and uncultivated plants he declares, they know very little about the cultivated variety Dr. Anderson is a deeply knowledgeable enthusiast.

William Lake has made Tierra del Fuego the setting for his novel THE SHEPHERD (Harrap. 12s. 6d.). One gains the impression that the fictional form is merely a cloak, but a most attractive one at that, and his descriptions of life in the southern tip of South America have the authentic touch.

LOOK AHEAD WITH B.O.A.C.

B.O.A.C. official photograph

Redifon Electronic Flight Simulators have now been well proven at the hands of British Overseas Airways' Central Training Unit, with the result that the design and construction of another Flight Simulator—this time for the Bristol Britannia—is now well advanced under contract with the Corporation. By this means the present high standards of proficiency and safety will be maintained by the crews of the Britannia fleet.

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IN AID OF

Why a foreign name should have attached itself to anything as English as a Fête remains a mystery. There is, it is true, a hint of continental devilry about the Ankle-Judging Competition ; but it is only a very mild hint. The rest of the programme—and often, unfortunately, the July weather—is unmistakably English. Convention decrees that the Fête should be formally opened, preferably by an ornament of the theatrical profession. After she has said a few words, rendered either completely inaudible or painfully stentorian according to the whim of the microphone, the fun can begin. The clatter of ninepins is continuous as men wearing resolute expressions bowl interminably for a pig. The ping of airguns (their foresights judiciously sabotaged) punctuates the broadcast gramophone music. Hoop-la rings settle on a table dotted with small, repulsive trophies ("Better luck next time, dear"). In the subaqueous gloom of a marquee, prize-winning entries in the garden-produce competition are scrutinized with envious awe. Behind the scenes there is an interlude of consternation ; someone has forgotten the sacks for the sack-race.
At the end of the day, with any luck, some worthy local cause is the richer by ten or twenty pounds. As a method of raising money the Fête is elaborate rather than efficient, as a form of entertainment it scarcely ranks in the first class ; but as a British institution it is not without a ramshackle charm of its own.

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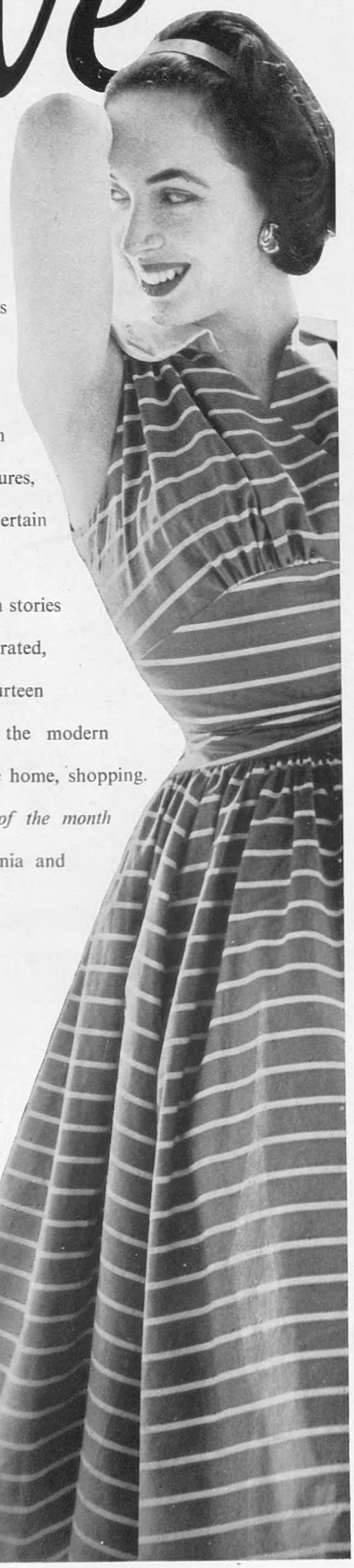

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2.*

FIVE out of six people I contact tell me they have never been to Ireland. Why is this ? Is it because it involves a sea or air journey ? I hardly think so, for the same people have journeyed to the Continent, or even further afield. No, I believe the real reason is that the charms of holidaying —especially motoring—in the Emerald Isle have never been brought home to them.

I write on the mail ship *en route* to Holyhead. The shore of Ireland is receding into the distance ; behind me I leave some of the friendliest people in the world, and particularly did I notice this among the staff of her hotels. The roads, even as far west as Connemara, were quite excellent—I travelled 1,000 miles, and did not see 100 cars outside the towns. The weather was perfect, the scenery soft and spectacular—and dotted all over the country I sampled first-class hotels.

For you who would follow in my car tracks, I give you my route. Starting from Dublin, a leisurely run through the Wicklow Mountains will bring you to Greystones . . . stay at The Grand, which will put you in a good humour for the second day of your tour. For the next day, make for Dunmore East ten miles from Waterford. In this area of land-locked waterways, the Haven Country House Hotel may well prove a gastronomical surprise ! Continuing westwards, near Youghal, a visit to The Cliff House Hotel, Ardmore, is well worth the small detour.

Don't then pass through Cork without enjoying her harbour and waterways, and with that purpose in mind stay the night at The Bunnyconnellan Hotel at Myrtleville, or The Grand at Crosshaven. Then be sure to visit Kinsale, an historic township of great fascination. Here, Acton's Hotel will satisfy your needs.

A picturesque route then lies through Bandon and Bantry to Ballylickey. To stay a night or more here is a must ! Two excellent hotels await you in Ballylickey—Ballylickey House Hotel or Ardnagashel House, and both will feed you in a first-class manner. The scenery hereabouts is quite unforgettable, and remains all the way through Glengariff, Kenmare, Parknasilla, Waterville and around the coast to Killarney. I prefer somewhere with a less popular appeal than Killarney at which to stay, and, consequently, choose Waterville, The Butler Arms or the Southern Lake Hotel.

From Killarney one's next objective is Limerick, with a detour around the Dingle peninsula if you have time. Rather than stay in Limerick itself, I should choose The Dunraven Arms at Adare, eleven miles south of the city, or The Castle Hotel, Bunratty, nine miles to the north and seven from Shannon Airport. Both are first class, have most attractive bedrooms and cater excellently.

Northwards, twenty-three miles from Limerick, is the well-known Old Ground Hotel, Ennis, where I found a keen and energetic manager schooled in one of the best training grounds in the world—The Gresham Hotel, Dublin.

Where one stops for the night, or stays for a meal, is always dependent on time and distance, but I have noted down Glynn's Hotel, Gort, for a night's stay on some future occasion. Here one can experience, as we did during our short halt, a friendly welcome, an hotel hall gay with floral decorations, bedrooms smiling with polish, and such up-to-date amenities as angle-poise lamps in the lounge for reading, and bedside telephones with a twenty-four-hour service !

Next we came to that land of stone walls and rugged charm, Connemara, with Galway as its starting-off base. The salmon were not leaping up the famous weir, but were all but fresh enough to leap off our plates at the modernly equipped Warwick Hotel, Salthill, which is Galway's seaside lung. Open all the year round, we have made special note of the Warwick for a lengthier stay.

At Oughterard we made our first mistake, and chose the wrong hotel, but we gained from our experience, for we discovered a homely guest house right on the shore of Lough Corrib, with a name that we found difficult to remember, viz., Currarevagh. Suffice it to say that Mr. and Mrs. Henry Hodgson *will* welcome the wayfarer, and the four-mile detour (turn right-handed in Oughterard village) along the lough-side is a never-to-be-forgotten one if the weather is kindly.

We were fortunate in our day spent touring Connemara. We visited Roundstone, lunched at Ballynahinch Castle Hotel—excellent—on to Leenane, Maam Cross, and then to Cong to The Ashford Castle Hotel. Each time we visit Ireland, Ashford Castle is a centre-piece in our programme—Noel Huggard, its enthusiastic and practical proprietor, is ever adding something to its amenities, and is constantly at the helm. I now wear my newly-acquired Ashford Castle tie with considerable pride. Sláinte, fellow members !

Leaving the charm of Counties Sligo and Donegal and Northern Ireland to a later visit, we criss-crossed across Ireland to Coote Hill, Co. Cavan, and as a result, to my list of recommended hotels must be noted Shamrock Lodge, Athlone, a country-house type of hotel so quietly situated in its own grounds, and the Greville Arms, Mullingar.

Further to the east, and on the line of route from Belfast to Dublin, the Headford Arms, Kells, and Aclare House, Drumconrath, figure prominently in the good hotel picture. Dublin warrants an hotel and restaurant article on its own, for few cities are besprinkled with so many good places at which to eat and in which to sleep. Of the first-grade hotels four are outstanding. The Gresham in O'Connell Street, The Royal Hibernian in Dawson Street, The Shelbourne Hotel and The Russell Hotel on St. Stephen's Green. Pay your money and take your choice, but wherever you sleep, try out the others for cocktails and meals. You will be well rewarded. For those who seek less expensive quarters, I recommend The Wicklow, off Gresham Street, and The Ivanhoe, in Harcourt Street, just off St. Stephen's Green. " Good-bye for now " until the next visit.

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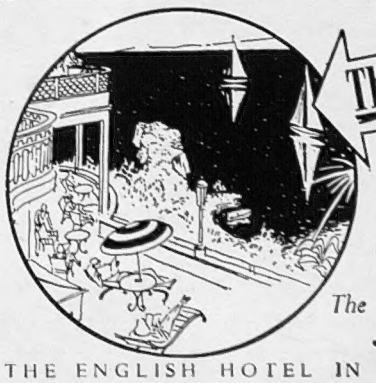

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